



OCT 29 2007

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PRELIMINARY MITIGATED NEGATIVE DECLARATION

Date of Publication of Preliminary Mitigated Negative Declaration: October 27, 2007

Lead Agency: Planning Department, City and County of San Francisco
1650 Mission Street, 4th Floor, San Francisco, CA 94103

Agency Contact Person: Don Lewis **Telephone:** (415) 575-9095

Project Title: Case No. 2005.1066E – 2800 Sloat Boulevard Project

Project Sponsor: Sloat-Parkside Properties, LLC

Project Contact Person: Kieran O'Carroll **Telephone:** (415) 725-3092

Project Address: 2800 Sloat Boulevard

Assessor's Block(s) and Lot(s): Block 2515 Lot 001

City and County: San Francisco

Telephone: (415) 575-9095

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all-Scale Neighborhood Commercial) zoning district and is within a proposed project would require a Conditional Use (CU) authorization and allowable exceptions from the *San Francisco Planning Code* for ward requirements. Projects within the NC-2 zoning district require exceeding 3,999 sf and overall lot size over 10,000 sf. The proposed sidential Inclusionary Affordable Housing Program (*Planning Code*

Building Permit Application Number, if Applicable: Not yet filed.

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects: see attached Initial
Report to 74.

D
REF Danner, Neighborhood Planner SW Quadrant
711.4097 D'Carroll, Property Owner
T9186p Hamilton, Project Architect
Sator, Esq.

Supervisor Carmen Chu, District 4
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Virmaliza Byrd/Bulletin Board



SAN FRANCISCO PLANNING DEPARTMENT

DOCUMENTS DEPT.

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Project Address: 2800 Sloat Boulevard

Assessor's Block(s) and Lot(s): Block 2515 Lot 001

City and County: San Francisco

Project Description: The approximately 34,000 square foot project site (Assessor's Block 2515, Lot 001) is located on the block bounded by Wawona Street and Sloat Boulevard to the north and south and 46th and 47th Avenues to the east and west in the Outer Parkside neighborhood (see Figure 1, Project Location, on p. 2). The proposed project includes the demolition of three existing commercial buildings totaling approximately 11,411 square feet (sf) and a 34-space surface parking lot and the construction of three new mixed-use, five-story, 60-foot-tall buildings totaling approximately 120,000 gross square feet (gsf). The project would include 56 dwelling units, approximately 23,000 gross sf of ground-floor commercial uses, and 93 off-street parking spaces. The proposed buildings would have four levels of residential uses (approximately 64,000 gsf) above ground-floor retail space and open courtyard areas, and a basement parking garage with 56 residential and 37 commercial parking spaces. Vehicle ingress and egress would be from 46th Avenue. The three existing commercial buildings on the project site proposed for demolition include a retail shop (Aqua Surf Shop), restaurant/café (John's Ocean Beach Café), and a motel (Robert's Motel).

The project site is within the NC-2 (Small-Scale Neighborhood Commercial) zoning district and is within a 100-A Height and Bulk District. The proposed project would require a Conditional Use (CU) authorization for a Planned Unit Development (PUD) and allowable exceptions from the *San Francisco Planning Code* for density limitations, parking, and rear yard requirements. Projects within the NC-2 zoning district require CU authorization for commercial space exceeding 3,999 sf and overall lot size over 10,000 sf. The proposed project would also be subject to the Residential Inclusionary Affordable Housing Program (*Planning Code* Sections 315 to 315.9).

Building Permit Application Number, if Applicable: Not yet filed.

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects: see attached Initial Study, pp. 71 to 74.

cc: Kate Conner, Neighborhood Planner SW Quadrant
Kieran O'Carroll, Property Owner
Rachel Hamilton, Project Architect
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INITIAL STUDY

Case No. 2005.1066E: 2800 Sloat Boulevard Project

A. PROJECT DESCRIPTION

Project Site and Location. The proposed project is located in the southwest portion of the City of San Francisco within the Outer Parkside neighborhood and near the Pacific Ocean. The project site (Assessor's Block 2515, Lot 001) encompasses the city block bounded by Wawona Street and Sloat Boulevard to the north and south and 46th and 47th Avenues to the east and west (see Figure 1, Project Location, on p. 2). The proposed project would include the demolition of three existing commercial buildings totaling approximately 11,411 sf and a 34-space surface parking lot. The three detached, commercial buildings on the project site currently include a retail shop (Aqua Surf Shop), restaurant/café (John's Ocean Beach Café), and a motel (Robert's Motel), and a one-story, vacant restaurant building. Robert's Motel is a two-story, approximately 43-foot-tall building with a 34-space asphalt parking lot, located toward the center of the project site and surrounded by a chain-link fence. The building that houses John's Ocean Beach Café and Aqua Surf Shop is a one-story, approximately 36-foot-tall building located on the southwest corner of the project site and facing Sloat Boulevard. The vacant, one-story, approximately 26-foot-tall, commercial building is located at the corner of Sloat Boulevard and 46th Avenue on the southeast corner of the site. The existing surface parking lots, related to the motel use, are accessed by two driveways located along Sloat Boulevard. The project site also includes an undeveloped open area on the corner of Wawona Street and 47th Avenue. There are no trees on the project site and very minimal, low-growing vegetation on the undeveloped portions of the project site.

The project site has an approximate area of 34,000 gsf, and is in the Small-Scale Neighborhood Commercial (NC-2) zoning district and 100-A Height and Bulk District (refer to Project Approvals section below for a description of the development controls in these districts). The NC-2 zoning district permits new commercial development at the ground and second stories. Neighborhood-serving businesses are strongly encouraged, as is housing development above the ground floor. The project site is also within the Western Shoreline Area Plan.

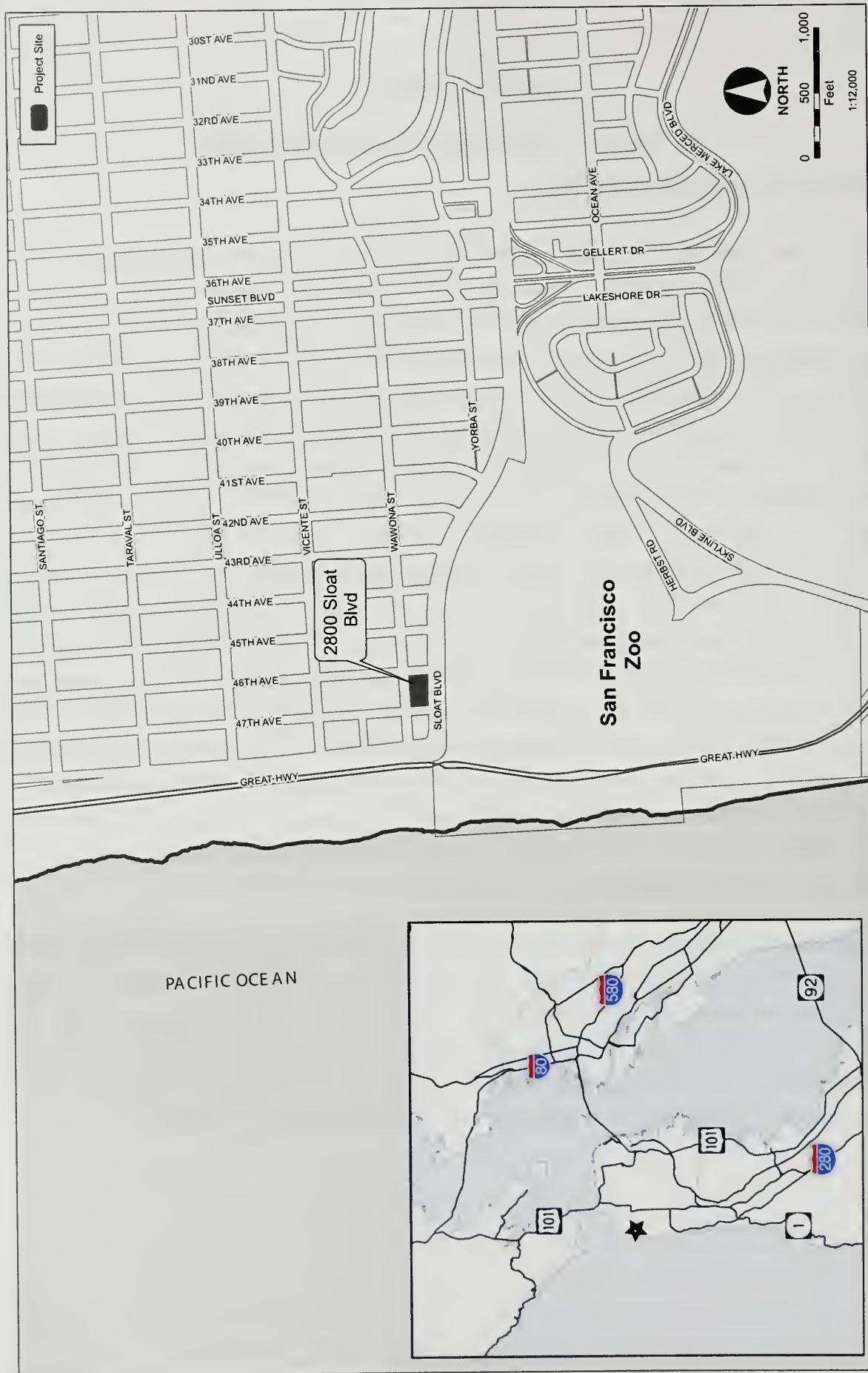


FIGURE 1: PROJECT LOCATION
2800 SLOAT BOULEVARD

SOURCE: EIP Associates, a Division of PBS&J, October 2006.

Project Features. The proposed project would demolish the three existing commercial buildings and construct three new mixed-use buildings totaling approximately 135,000 gsf. The proposed buildings would be five-stories, up to 60-feet tall, and would be separated by courtyards and glass atria. Figures 2 through 4, on pp. 4 to 6, show the proposed site plan and elevations. The three proposed buildings would provide approximately 23,000 gsf of commercial space on the ground and mezzanine floors, consisting of approximately 16,000 sf of retail, 4,800 sf of restaurant, and 1,900 of café space. Included in the proposed commercial space, there would be a one-story, 1,000 gsf elliptically-shaped commercial building in the center of the site on Sloat Boulevard. Two of the proposed buildings would be set back on the south side, creating an open space area along Sloat Boulevard.

The proposed buildings would have four levels of residential use (approximately 82,300 sf) above the ground-floor retail space and open courtyard areas, including 56 dwelling units on floors two through five, consisting of 11 one-bedroom units, 23 two-bedroom units, and 22 three-bedroom units. The proposed project would include a below-grade parking garage with access from 46th Avenue, divided into a 56-space residential parking garage and 37-space commercial parking garage, for a total of 93 proposed off-street parking spaces (see Figure 5, on p. 7). The residential portion of the below-grade parking garage would also include a residential bicycle storage area for approximately 26 bicycles. The proposed project would include approximately 4,700 gsf of common and 8,800 sf of private open space areas. Common open space areas proposed include the south-facing courtyard on the ground floor and two residential garden areas on the second floor. Figures 6 through 10, on pp. 8 to 12, depict the ground floor and residential floor plans. Table 1, on p. 13, summarizes the existing and proposed uses for the 2800 Sloat Boulevard Project.

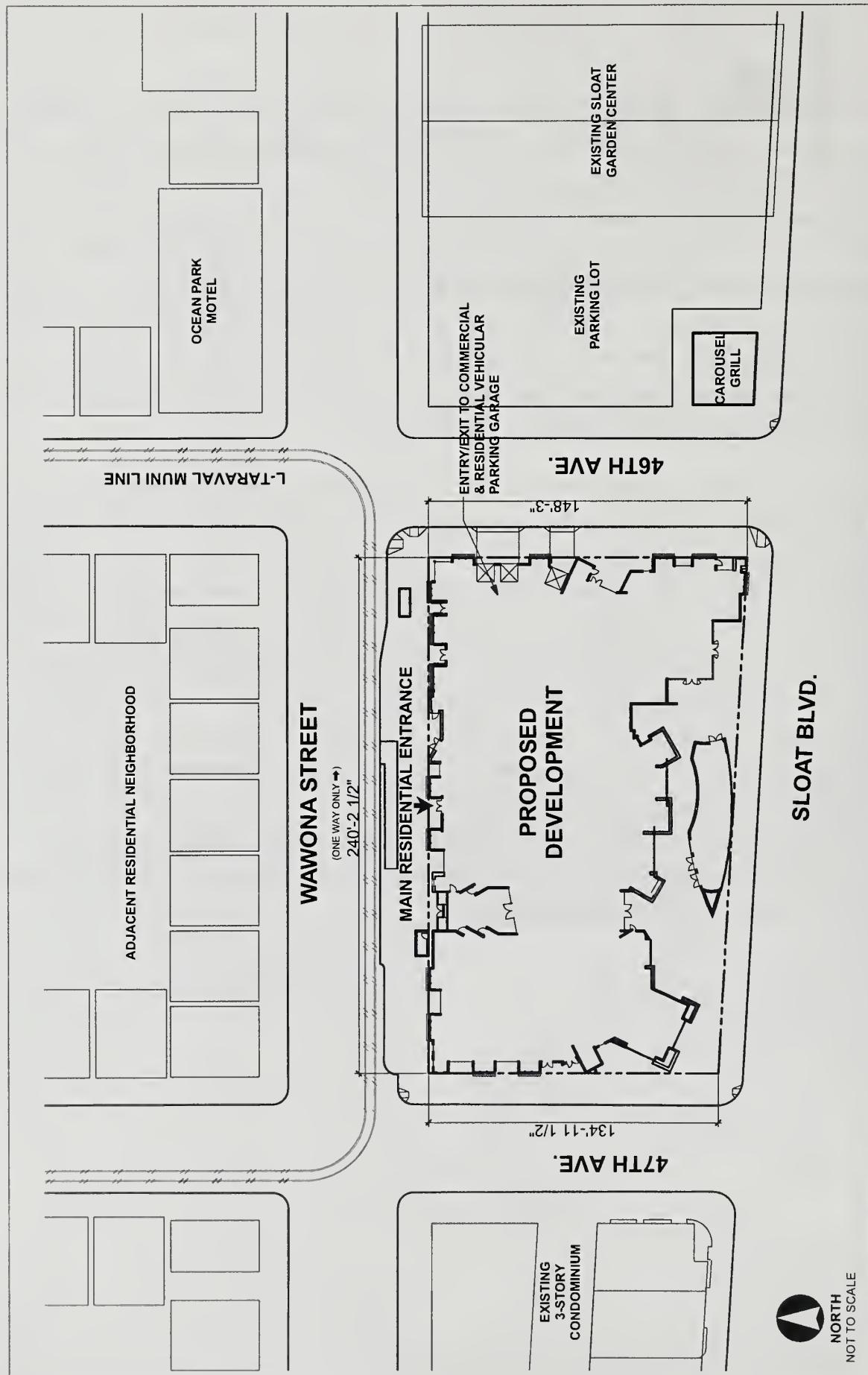
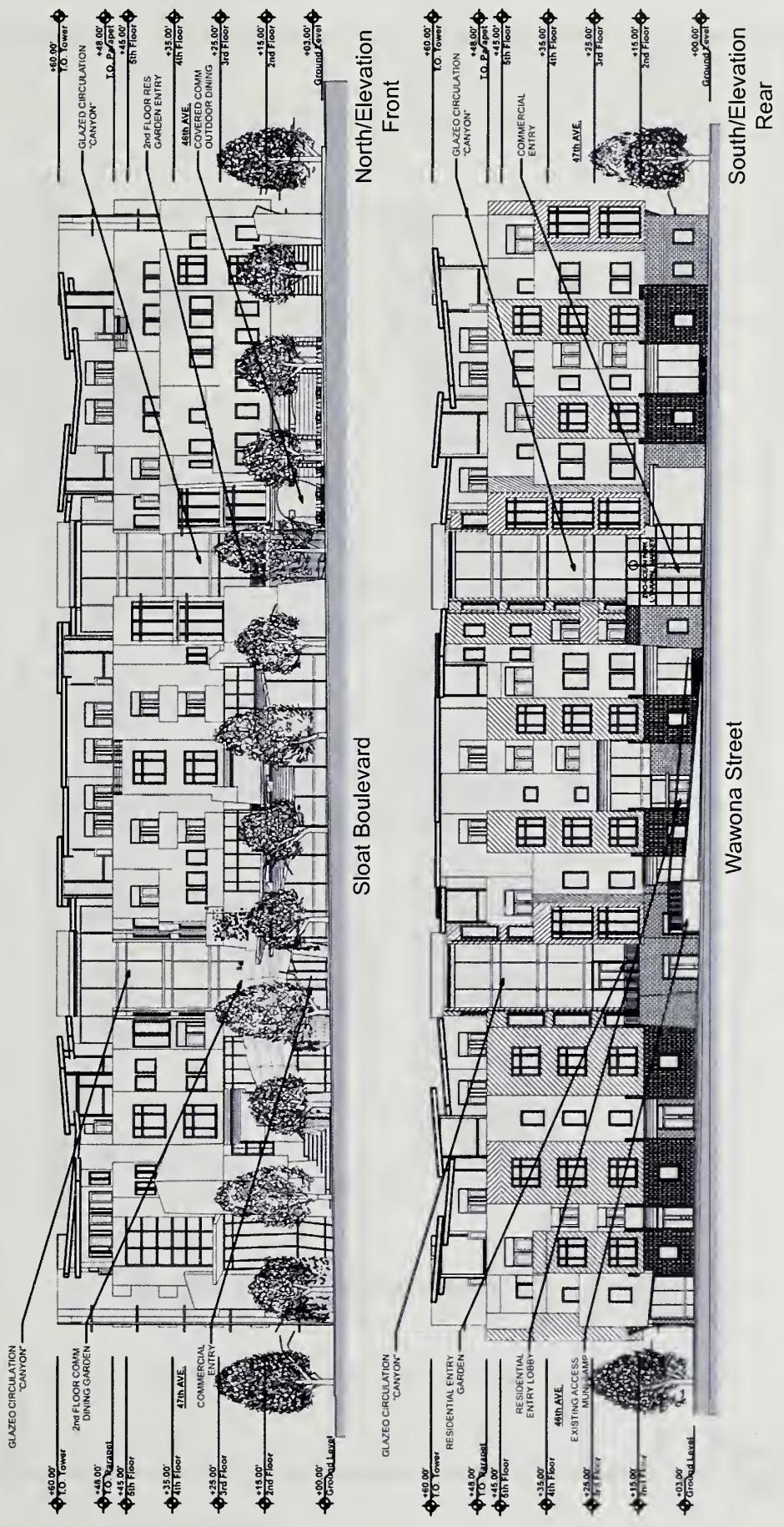


FIGURE 2: SITE PLAN

SOURCE: Hamilton & Company Architecture, 2007.

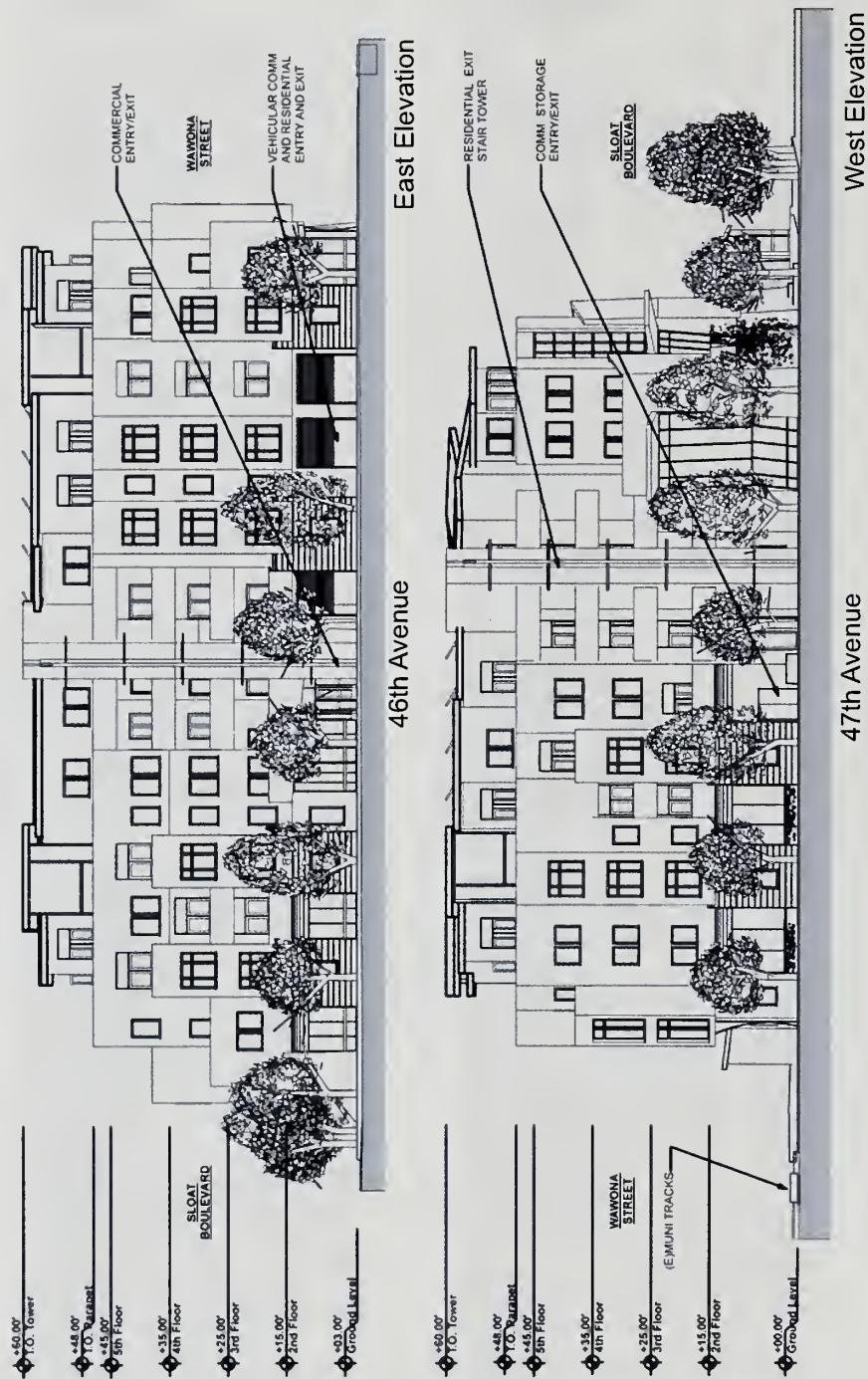


NORTH
NOT TO SCALE



2800 SLOAT BOULEVARD

FIGURE 3: NORTH & SOUTH ELEVATIONS

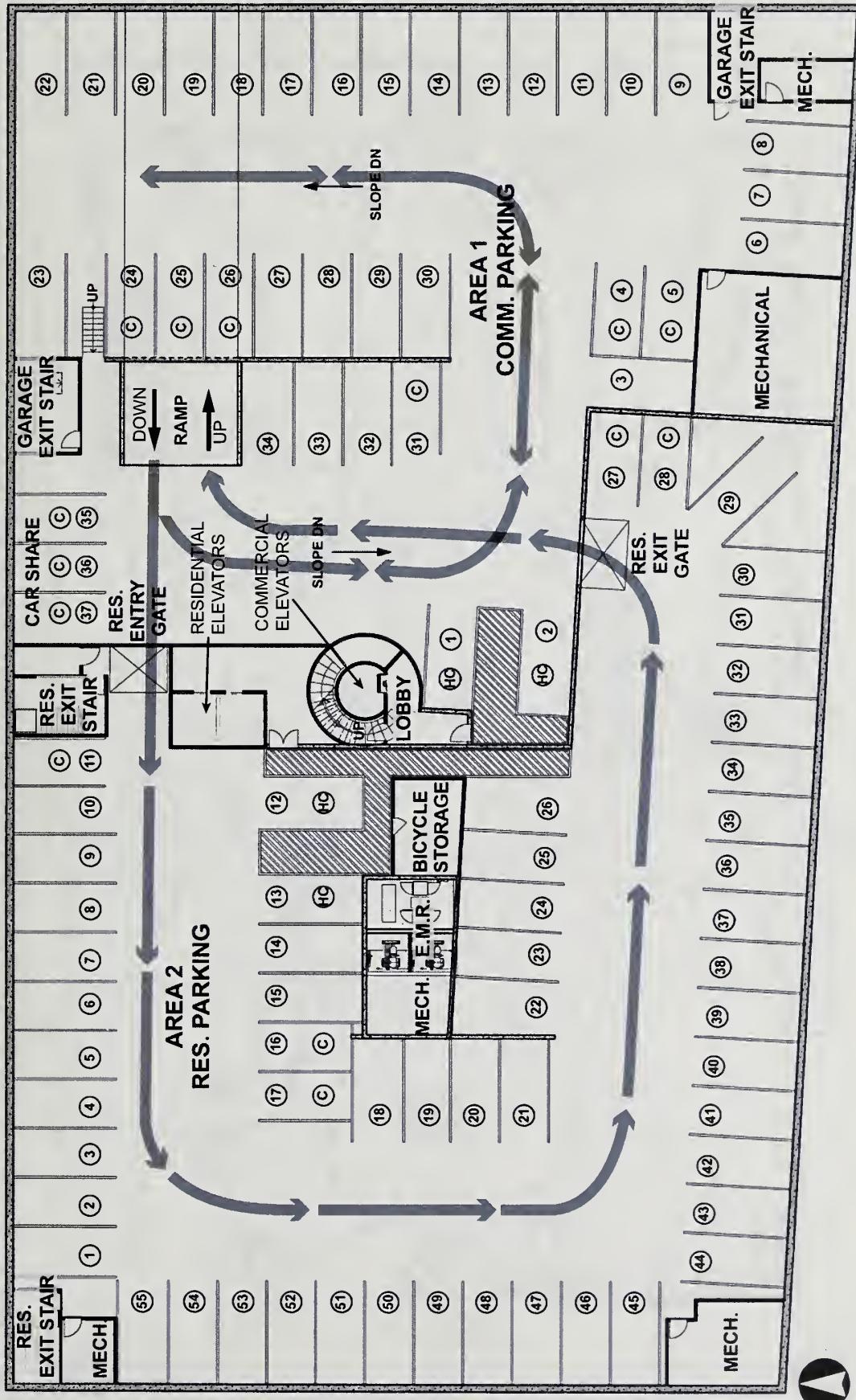


Note: Tree numbers/locations are approximate and subject to review of approval by DPW/Muni.

SOURCE: Hamilton & Company Architecture, 2007.

2800 SLOAT BOULEVARD

FIGURE 4: EAST & WEST ELEVATIONS



SOURCE: Hamilton & Company Architecture, 2007.



NORTH
NOT TO SCALE

2800 SLOAT BOULEVARD

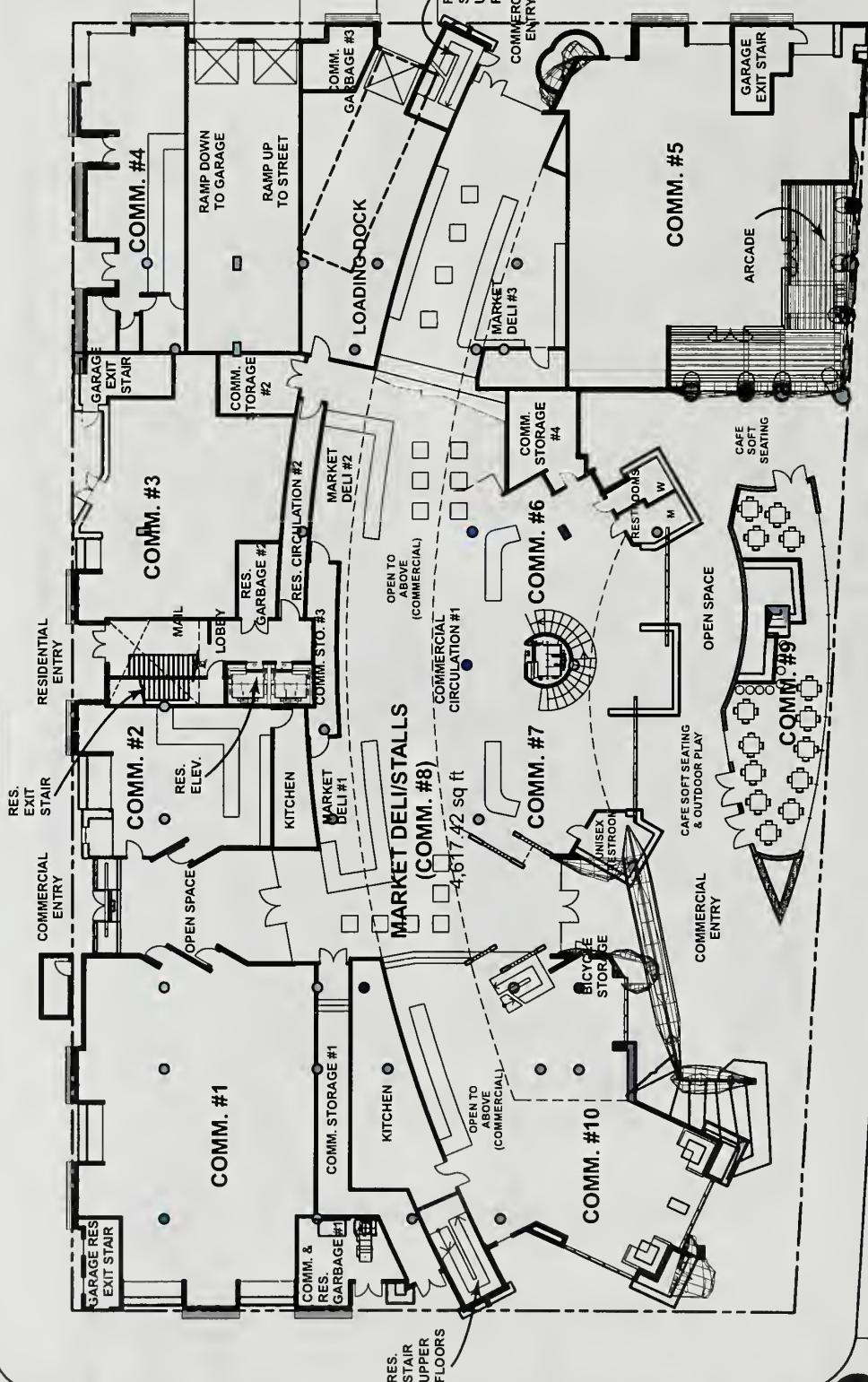
FIGURE 5: GARAGE LEVEL PLAN

WAWONA ST.

46TH AVE.

SLOAT BLVD.

47TH AVE.

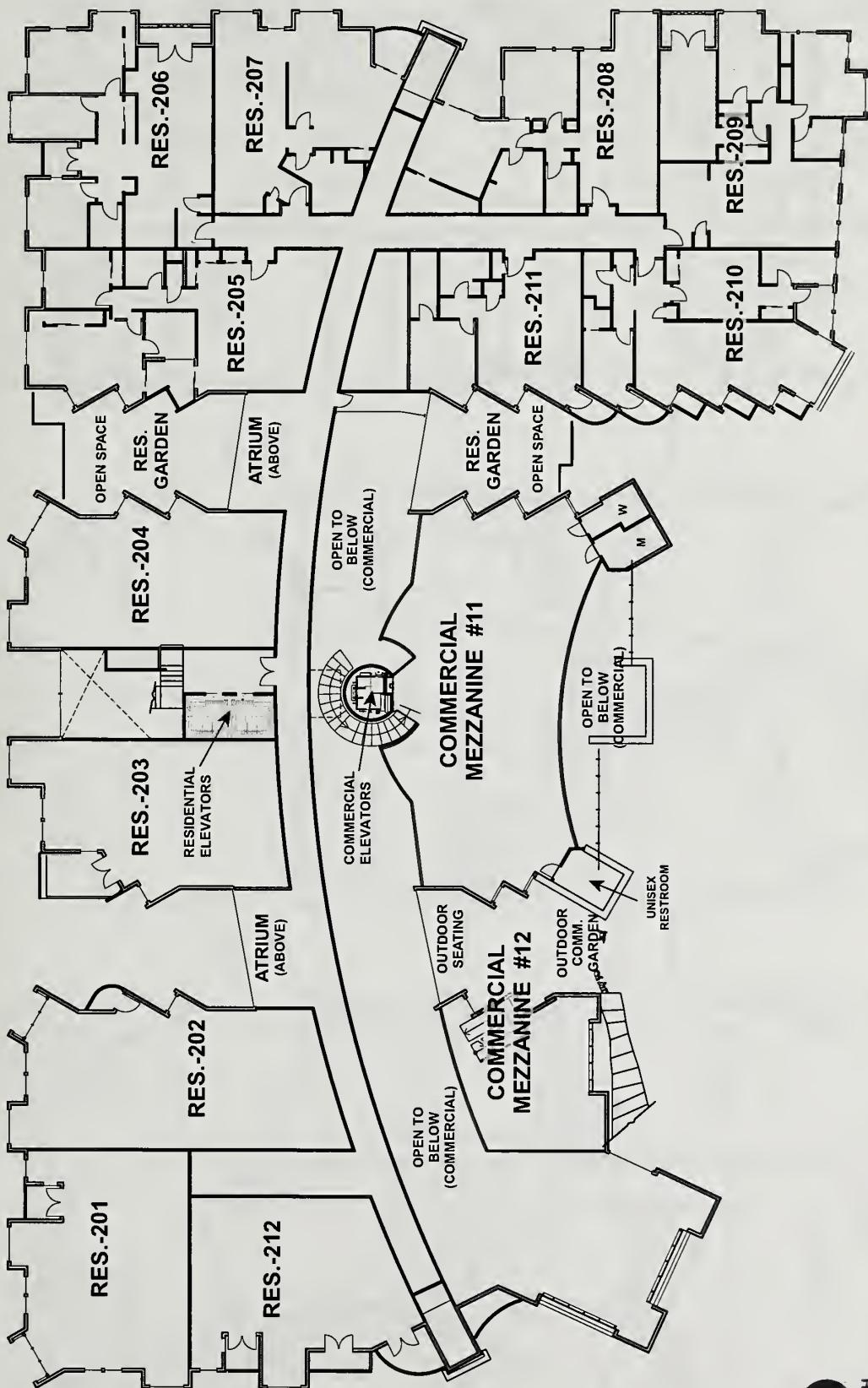


SOURCE: Hamilton & Company Architecture, 2007.

NORTH
NOT TO SCALE

2800 SLOAT BOULEVARD

FIGURE 6: GROUND FLOOR PLAN

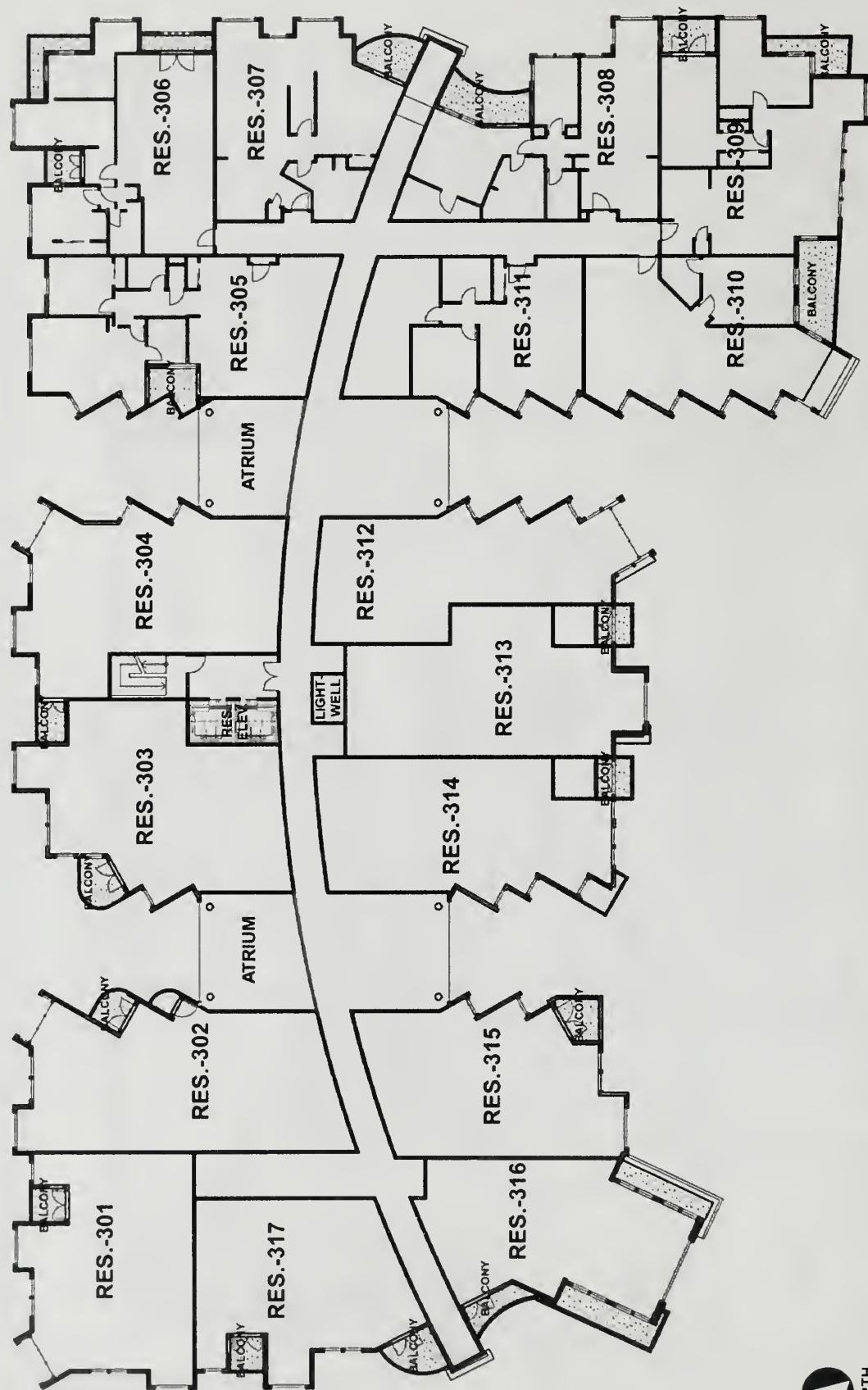


2800 SLOAT BOULEVARD

FIGURE 7: SECOND FLOOR PLAN

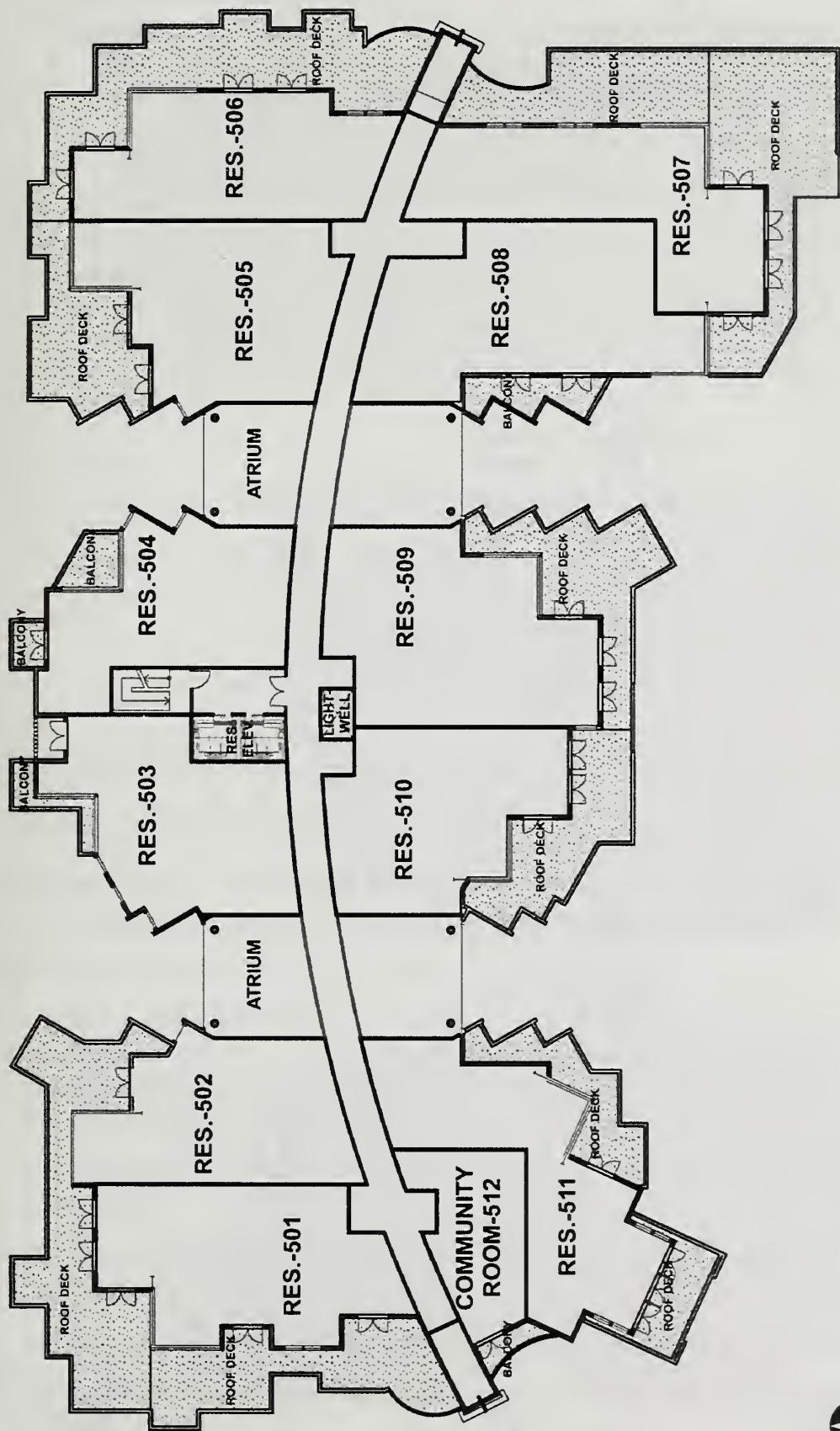
SOURCE: Hamilton & Company Architecture, 2007.





SOURCE: Hamilton & Company Architecture, 2007.

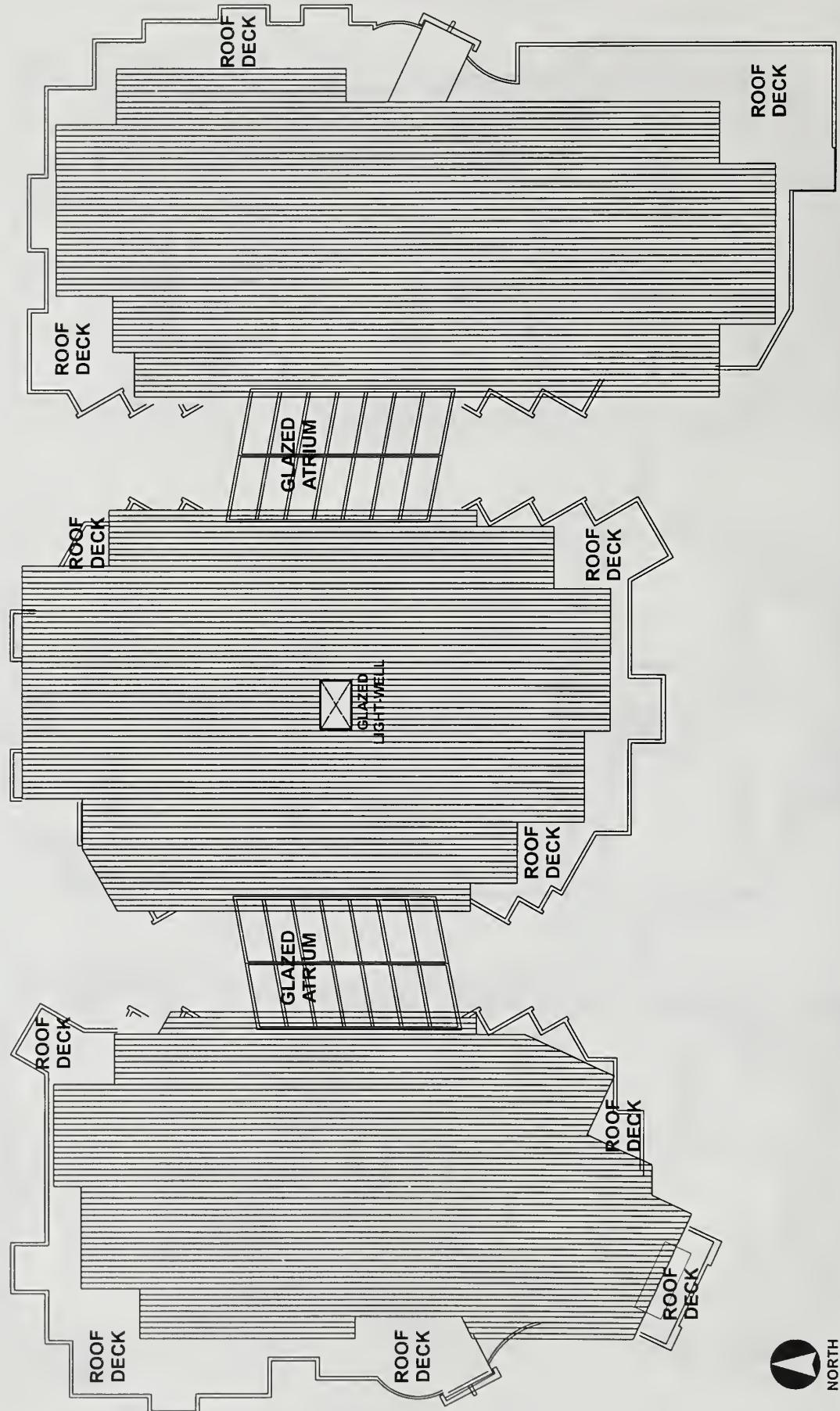
2800 SLOAT BOULEVARD
FIGURE 8: TYPICAL FLOOR PLAN - FLOORS 3 AND 4



SOURCE: Hamilton & Company Architecture, 2007.

2800 SLOAT BOULEVARD

FIGURE 9: FIFTH FLOOR PLAN



SOURCE: Hamilton & Company Architecture, 2007.

NORTH

NOT TO SCALE

2800 SLOAT BOULEVARD
FIGURE 10: ROOF PLAN

TABLE 1
2800 SLOAT BOULEVARD PROJECT – EXISTING AND PROPOSED USES

Category	Existing Uses	Proposed Project Totals (approximate)
Office space (gsf)	0	0
Retail space (gsf)	11,411 ¹	16,321
Restaurant space (gsf)	included above	4,824
Café space (gsf)		1,855
Total Commercial space (gsf)	11,411	23,000
Residential (gsf)	0	82,300
Common Open Space (sf)	5,100	4,700
Parking (sf)	9,544	29,046
TOTAL gsf	20,995	134,346
Dwelling Units	0	56
Hotel Rooms	45	0
Parking Spaces	34	93
Loading Space	0	1
Height (feet)	26 (vacant building)/36 (Aqua Surf/John's Ocean Beach Café) /42 (Robert's Motel)	60
Floors	1-2	5
Number of Buildings	3	3

Source: Hamilton & Company Architecture, 2007.

Notes:

1. Existing retail space includes Robert's Motel.

Project Approvals. The proposed project would require the following approvals by the Planning Commission. The relevant *Planning Code* Section, which refers to these approval requirements, is cited at the end of each approval item below.

- Conditional Use (CU) and Planned Unit Development (PUD) authorization for development of a NC-2 lot of more than 10,000 sf in size, with exceptions sought for residential density and rear yard requirements as allowed under *Planning Code* Sections 711.11, 303, 304, 711.91 and 711.12;
- CU authorization for commercial uses in excess of 3,999 gsf pursuant to *Planning Code* Section 711.21.
- CU and Planned Unit Development (PUD) authorization pursuant by *Planning Code* Section 304 for an increase in density.
- An allowable exception to the rear lot requirement pursuant to PUD review.
- A variance to the parking requirements pursuant to *Planning Code* Section 161(j).

The proposed project would also be subject to the Residential Inclusionary Affordable Housing Program pursuant to *Planning Code* Section 315.

The Department of Building Inspection and Department of Public Works would require building, grading, and encroachment permits for the proposed project because it would involve demolition of the existing structures, grading of the existing site, construction of the new buildings, new curb cuts, work within the public right-of-way, and new street trees.

Project Schedule and Construction. If approved, project construction would be estimated to begin in 2008, with occupancy and completion by 2010. Construction activities would be expected to occur over an approximately 25-month period. Although precise construction methods have not been determined, the Project Sponsor anticipates using a concrete slab at the garage level and a post-tensioned slab at the ground floor and mezzanine commercial areas. Building framing would be metal stud. Based on the water table depth and soil types on the project site, pile-driving activities would not be required.

B. PROJECT SETTING

The project site, occupying the entire block, is surrounded by commercial, public, single- and multi-unit residential, and hotel uses. The terminus of the Muni-Metro L-Taraval line is adjacent to the north side of the project site between 46th and 47th Avenues on Wawona Street, with an accessible boarding ramp and driver restroom facilities. The San Francisco Zoo is south of the project site, across Sloat Boulevard. Sloat Garden Center is located to the east across 46th Avenue. Other neighborhood commercial uses, including Ocean Park Motel located at 2690 46th Avenue and VegNews Magazine at 3620 Wawona Street, are mixed in with the predominantly single-family residential area to the north across Wawona Street; with these structures generally two-story, stucco, or wood siding buildings. Three- to four-story stucco multi-family residences are directly west of the project site across 47th Avenue. Other one- to two-story commercial businesses, including the Carousel restaurant located at 2750 Sloat Boulevard and the Days Inn Hotel at 2600 Sloat Boulevard, and other two- to four- story multi-unit residential developments are located along Sloat Boulevard. The Upper and Lower Great Highway are approximately one block west of the project site with public access to Ocean Beach available across the highway.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Planning Code and Zoning. The *San Francisco Planning Code (Planning Code)*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to alter existing buildings (or to construct new buildings or demolish existing ones) may not be issued unless either the proposed project conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*.

As stated above in the Project Description, the project site is located in an NC-2 (Small-Scale Neighborhood Commercial) zoning district. Per Section 711.1 of the *Planning Code*, the NC-2 district consists of primarily neighborhood-serving commercial uses interspersed with housing and other land uses. The NC-2 district is intended to provide convenience goods and services to the surrounding neighborhoods and limited comparison shopping goods for a wider market. New commercial development is permitted at the ground and second stories; however, eating, drinking, and entertainment uses are confined to the ground floor. Limits on late night activity, drive-up facilities, and other automobile uses protect the livability within and around the district.

Residential use is principally permitted with a density of up to one dwelling unit for every 800 sf of lot area in the NC-2 district pursuant to *Planning Code* Section 207.4. With a lot area of approximately 34,000 gsf, the project site would allow up to 43 dwelling units, which is less than the 56 units proposed. The Project Sponsor is seeking a Conditional Use (CU) and Planned Unit Development (PUD) authorization pursuant to Section 304 of the *Planning Code* for larger lot developments, which allows, with review, an increase in residential density up to the next density district, in this case the Moderate-Scale Neighborhood Commercial (NC-3) district, with up to one dwelling unit allowed for every 600 sf of lot area, for a potential of up to 56 residential units.

Pursuant to Section 151 of the *Planning Code* (as amended by Ord. 129-06, File No.060372, App. 6/22/2006), the NC-2 district requires one residential off-street parking space for each dwelling unit, one retail parking space for each 500 sf of occupied retail floor area, where the

total retail area exceeds 5,000 sf, and one off-street parking space for each 200 square feet of occupied restaurant floor area, where the total exceeds 5,000 sf. Conversion from gross square footage (gsf) to occupied square feet (osf) and parking requirement calculations are shown below:

Use	Calculation	
Residential	56 units x 1 space per unit = 56 spaces	56 spaces
Retail	16,321 gsf x 0.85 = 13,872.85 osf / 500 sf = 27.74 spaces	28 spaces
Restaurant	6,679 gsf x 0.85 = 5,677 osf / 200 sf = 28.38 spaces	28 spaces
TOTAL NUMBER OF REQUIRED SPACES		112 spaces¹

The proposed project, with 56 residential units, approximately 16,000 gsf of retail space and 6,700 gsf of restaurant space (including café space), would therefore, require 56 residential, 28 retail and 28 restaurant off-street parking spaces. The proposed project would include 56 residential and 37 commercial parking spaces, for a total of 93 off-street parking spaces, 19 fewer than the amount required under the *Planning Code*.

The proposed project is located within a 100-A Height and Bulk District. The three proposed buildings would be up to 60 feet in height, and therefore, within the allowable height limit. In the 'A' bulk district, the portions of buildings above 40 feet are limited to 110 feet in length and 125 feet diagonal dimension. Individual mechanical enclosures on top of the buildings, but not near the edges of the building, would rise an additional 5 feet, to a height of 65 feet. Rooftop mechanical enclosures are exempt from height limits per *Planning Code* Section 260(b). Since the proposed project would not exceed the maximum permitted height of 100 feet and would not exceed the maximum bulk requirements above 40 feet, it would, therefore comply with the 100-A Height and Bulk District limits.

As noted in Section 124(a) of the *Planning Code*, a floor area ratio (FAR) of 2.5:1 is permitted in the NC-2 district. Section 124(b) of the *Planning Code* excludes residential uses and nonaccessory (i.e., required) off-street parking from the FAR limits, therefore the estimated remaining floor area of the proposed project would be approximately 23,000² gsf with a lot area of about 34,000 gsf, resulting in a FAR of about 0.67:1, which is within the allowable floor area in the NC-2 district. The NC-2 district permits up to 3,999 sf of non-residential use; and allows

¹ CHS Consulting, 2800 Sloat Boulevard Project Transportation Study, May 16, 2007. This document is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 20051066E.

amounts in excess of 4,000 sf with CU authorization per *Planning Code* Section 121.2. The project includes approximately 23,000 sf of commercial use and would therefore require a CU authorization for commercial use exceeding 3,999 sf.

Under Section 135 of the *Planning Code*, the NC-2 district requires at least 100 sf of private open space, 133 sf of common open space, or some equivalent combination of both, per dwelling unit. The proposed project, with 56 dwelling units, would therefore be required to provide approximately 5,600 sf of private, or 7,448 sf of common open space, or an equivalent combination of private and common open space. The proposed project would provide approximately 8,800 sf of private deck areas ranging in size from 36 to 1,200 sf. The proposed project includes three areas of common open space: a south facing courtyard on the ground floor (approximately 3,800 sf) and two residential garden areas on the second floor (840 sf). In total, the proposed project would provide approximately 8,800 sf of private deck areas for 56 residential units and approximately 4,700 sf of common open space area. Therefore, the combination of private and common open space would exceed the *Planning Code* open space requirements. The project also complies with Section 140 of the *Planning Code*, which requires at least one room of each dwelling unit to face open areas (including public streets or open space areas).

Under Section 134(e)(1) of the *Planning Code*, the rear yard requirement is equal to 25 percent of the lot depth, or for the project site, approximately 8,500 sf, which may be provided elsewhere on the lot or development. The proposed project does not include a rear lot area, and would therefore require an allowable exception pursuant to the PUD review (*Planning Code* Section 304).

Section 315 of the *Planning Code* sets forth the requirements and procedures for the Residential Inclusionary Affordable Housing Program. Under Section 315.4, these requirements would apply to projects that consist of ten or more units, including the proposed project.³ The proposed project would comply with this and all other relevant *Planning Code* requirements.

² In total, the project would include approximately 134,346 sf of proposed uses (23,000 sf of commercial, 82,300 sf of residential use, and common space parking). The calculated nonresidential floor area of the proposed project, excluding parking, would be approximately 23,000 sf.

³ On August 1, 2006, the Board of Supervisors adopted amendments to *Planning Code* Section 315, including reducing the residential threshold from ten or more, to five or more unit, developments, as well as increasing the required amount of inclusionary housing from 12 to 15 percent, if located on-site. However, pursuant to the amended *Planning Code* Section 135.3(b)(2), these changes are not applicable to projects for which an environmental evaluation application was filed prior to July 18, 2006, and which do not require a zoning map or *Planning Code* amendment for the residential development. The environmental evaluation application for the proposed project was filed on November 11, 2005 and would not require a zoning map or *Planning Code* text amendment that would increase the residential density.

Plans and Policies. The City's *General Plan* provides general policies and objectives to guide land use decisions. Any conflict between the proposed project and policies that relate to physical environmental issues, such as traffic or air quality, are described in Section E, Evaluation of Environmental Effects. The compatibility of the proposed project with *General Plan* policies that do not relate to physical environmental issues, such as commerce or housing, will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

In addition to the *General Plan*, some areas of the City are also addressed in specific area plans. The project site is located in the Western Shoreline Area Plan, which incorporates the policies of the Local Coastal Program into the City's *General Plan*. The area covered by the Western Shoreline Area Plan is divided into ten subareas; the project site is in "the Zoo" subarea. The majority of the policies for the Zoo subarea apply directly to Zoo development, with the exception of Policy 4.6, which intends to enhance the entrance to the Zoo by providing visitor amenities near the northwest corner.⁴ One of the Zoo parking lot entries is just west of the intersection of 47th Avenue and Sloat Boulevard, just west of the project site. The proposed project would be consistent with this policy by providing additional visitor-serving commercial uses near the northwest corner of the Zoo.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13 a-d, Geology, Soils, and Seismicity); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8 a and b, Wind and Shadow, and Questions 9a and c, Recreation and Public Space). Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of

⁴ San Francisco Planning Department, *Western Shoreline Area Plan*, July 1995.

consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report for the CU authorization and/or subsequent motion for the Planning Commission will contain the analysis determining whether the proposed project is in compliance with the eight priority policies.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factors checked below. The following pages present a more detailed checklist and discussion of each environmental topic.

<input type="checkbox"/> Land Use	<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Geology and Soils
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Wind and Shadow	<input type="checkbox"/> Hydrology and Water Quality
<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Recreation	<input type="checkbox"/> Hazards/Hazardous Materials
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Mineral/Energy Resources
<input type="checkbox"/> Transportation and Circulation	<input type="checkbox"/> Public Services	<input type="checkbox"/> Agricultural Resources
<input type="checkbox"/> Noise	<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Mandatory Findings of Significance

E. EVALUATION OF ENVIRONMENTAL EFFECTS

This Initial Study examines the proposed project to identify potential effects on the environment. For all items checked "Less-than-Significant Impact", "No Impact", or "Not Applicable", staff has determined that the proposed project could not have a significant adverse environmental effect. These issues are discussed below and conclusions regarding effects are based upon field observation, staff experience, and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*. For issues requiring mitigation to reduce the impact to a less-than-significant level, mitigation measures are specified at the end of this document and are referred to in the environmental analysis. For each checklist item analyzed, the evaluation has considered the impacts of the project both individually and cumulatively.

Topics:	Less Than Significant				
	Potentially Significant Impact	with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is currently occupied by three operating commercial businesses - Robert's Motel, John's Ocean Beach Café, and the Aqua Surf Shop. The site also contains a vacant restaurant building on the corner of 46th Avenue and Sloat Boulevard, a surface parking lot, and an open graded area. Land uses in the immediate vicinity of the project site include single- and multi-family residences to the north, east, and west, the San Francisco Zoo to the south; commercial uses to the east and west, including Sloat Garden Center, Ocean Park Motel, and Days Inn Hotel.

The proposed project would introduce residential use to the project site and increase the amount of commercial land uses within an area that consists of a mix of existing neighborhood commercial, single- and multi-unit residential, and public (Zoo and beach access) uses. With the proposed project, commercial space at the project site would increase by approximately

11,600 gsf. The type of commercial occupants could be similar to the current restaurant and retail businesses on the project site. The project sponsor has indicated that portions of the proposed commercial space are being designed to meet the needs of these existing businesses and that they could return to occupy portions of the new space following project completion.⁵ The three- to four-story multi-unit residential development to the west is of similar size and height to the proposed five-story project. Other multi-unit residential developments in the vicinity are generally one- to two-stories, located on smaller lots and, therefore, with fewer units than the proposed project. However, as indicated above, the introduction of residential dwellings to the project site would be consistent with existing, surrounding residential uses.

The project design includes features to allow and enhance pedestrian flow to and from the project site, in particular to and from the MUNI transit stop north of the site and the Zoo to the south. Existing surrounding development and activities would continue to interrelate with each other as they do presently, without disruption from the proposed project. Because the proposed project would be consistent with other multi-unit developments and other neighborhood serving commercial uses in the vicinity and would not significantly disrupt or divide the physical arrangement of the existing community, the proposed project would have a less-than-significant impact on the character of the project area.

As described above, the proposed project would be generally consistent with local plans, policies, and code requirements as they relate to environmental effects. Environmental plans and policies directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plans or policies.

Cumulative Land Use. The project site is in an established residential, commercial, and public (Zoo and beach access) use area. There are no significant proposed development projects in the vicinity of the project area. The redevelopment of the project site with more intense residential and commercial uses would not, combined with other future projects, result in cumulative land use impacts.

⁵ Information included with Environmental Review Application submitted November 2005. Note from Planning Staff: Although the intent and design of the proposed project would have these businesses return, other factors outside of design alone may determine whether they remain at the project site.

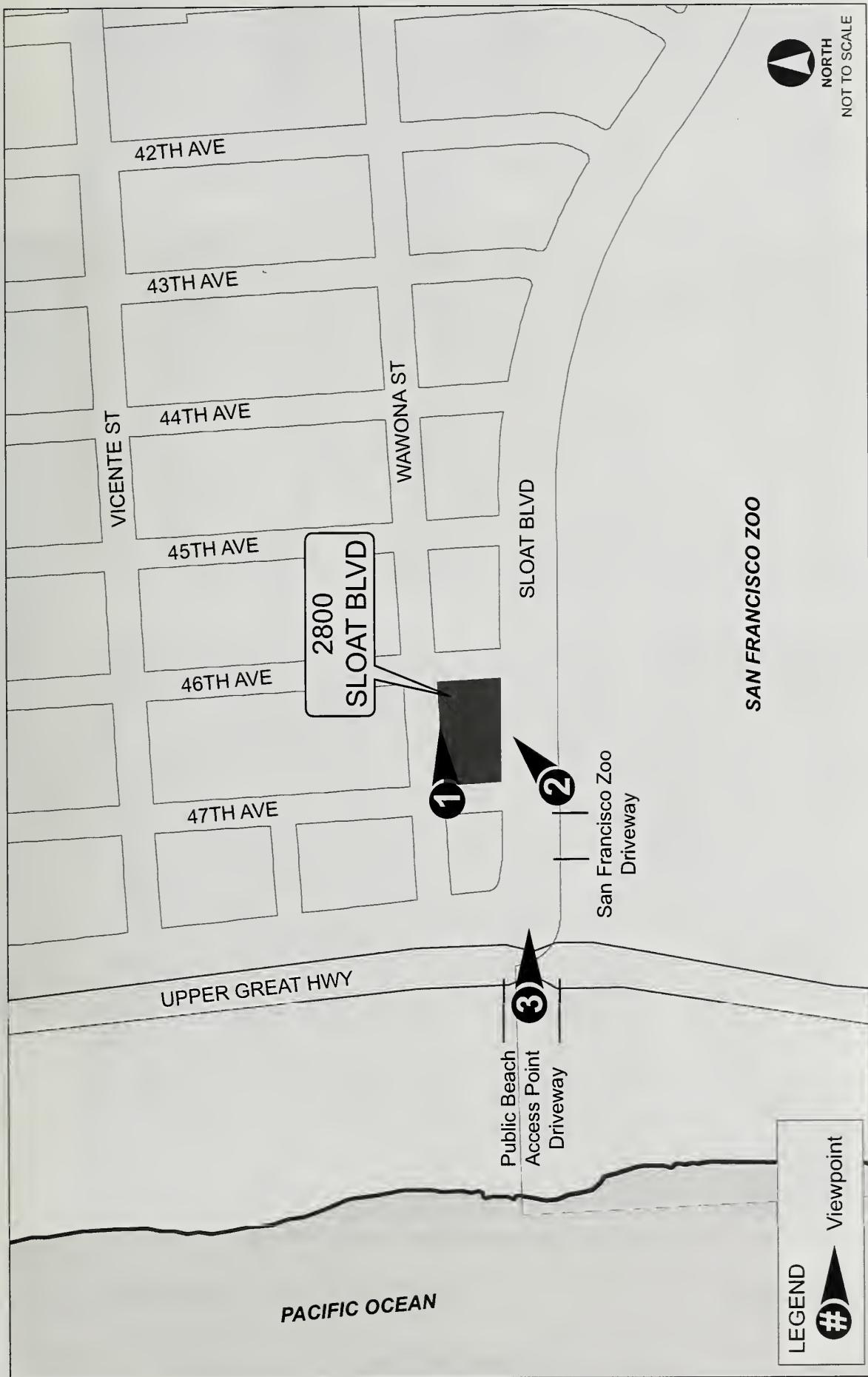
Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

There are no public scenic vistas in the project area that would be substantially affected by the proposed project. Noteworthy natural and topographical features seen from the project site include the tall trees and vegetation on the San Francisco Zoo property to the south, the Pacific Ocean to the west, and Mt. Zion in the distance to the east. All of these features are somewhat obscured by existing urban development such as intervening buildings, raised landscaped medians, and utility facilities. Figures 11 through 13, on pp. 23 to 25, show views of the existing project site.

There are no scenic resources or features on the project site. The proposed project would not affect any surrounding public resources, such as street trees. Therefore, the proposed project would not have a significant effect on scenic resources.

Views. Public open spaces near the project site include Ocean Beach approximately one block to the west, and the San Francisco Zoo, across Sloat Boulevard from the project site. The Great Highway, about one block west of the project site, is not an officially designated State Scenic Highway, but is an Eligible State Scenic Highway.⁶ As shown in Figure 11, the front of the project site is visible looking east from the intersection of the Upper Great Highway and Sloat Boulevard and from the public beach vehicle and pedestrian entry. However, since the

⁶ California Department of Transportation, California Scenic Highway Mapping System, Online at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, Accessed September 21, 2006.



2800 SLOAT BOULEVARD

FIGURE 11: VIEWS OF PROJECT SITE



Viewpoint 1: East of 47th Avenue on Wawona Street - Facing East.



Viewpoint 2: East of San Francisco Zoo Driveway - Facing Northeast.

SOURCE EIP Associates, a division of PBS&J, 2006.

2800 SLOAT BOULEVARD

FIGURE 12: VIEWS OF PROJECT SITE



Viewpoint 3: Northeast Corner of the Upper Great Highway and Sloat Boulevard Intersection,
Public Beach Access Point Driveway - Facing East.

SOURCE: EIP Associates, a division of PBS&J, 2006.

2800 SLOAT BOULEVARD

FIGURE 13: VIEW OF PROJECT SITE

building height would not be significantly different from other buildings in the area, views from the public beach access would not be significantly affected by the proposed project. Since the proposed development would be taller than existing buildings on the project site, it could obscure views of Mt. Zion from points west of the project site, though not more than existing development in the area. Further west of its entry, the beach is approximately ten feet lower in elevation, thereby obscuring views of the project site and beyond.

The proposed project would not be visible from the main entry of the San Francisco Zoo. However, it would be visible from the Zoo parking lot driveway, as shown in Figure 12, located just southwest of the intersection of Sloat Boulevard and 47th Avenue. While the proposed buildings would be taller than existing development in the project area, and would be apparent in short- and mid-range views of the site, the proposed building would be indistinguishable in long-range views and would tend to visually blend in with the existing streetscape, the surrounding two- and three-story buildings, and other urban development in the area. Specifically, the project would be consistent with the three-story condominium building to the west (approximately 35 feet high) and the Irish Cultural Center (approximately 54 feet high) located just east of the project site. Therefore, the proposed project would not block or degrade a public scenic view or vista.

Views, or portions of views, of sky or surrounding buildings, from some nearby private lots looking across the existing site would likely be reduced by the proposed 60-foot-tall mixed-use building. The proposed project would be visible from surrounding residential and commercial development. Although some reduced private views may be an undesirable change for those individuals affected, the change in views would not exceed that commonly expected in an urban setting and would not be considered a significant impact.

In summary, the proposed project would be consistent with the 100-A Height and Bulk district, would not substantially impact existing public views or view corridors in the area, and any adverse effect upon short-range private views would not be considered a significant impact on the environment pursuant to CEQA.

Visual Character. As discussed above, the project site currently contains three detached commercial buildings. Robert's Motel is a two-story, approximately 43-foot-tall, wood-paneled building with a 30-space asphalt parking lot, located toward the center of the project site and surrounded by a chain-link fence. John's Ocean Beach Café and Aqua Surf Shop share a divided one-story, approximately 36-foot-tall, wood-paneled building located on the southwest corner of the project site and facing Sloat Boulevard. A vacant, one-story, approximately 26-foot-tall, commercial (formerly a restaurant) building is located at the corner of Sloat

Boulevard and 46th Avenue on the southeast corner of the site. The project site also includes an undeveloped open area on the corner of Wawona Street and 47th Avenue. There are no trees on the project site and very minimal, low-growing vegetation on the undeveloped portions of the project site. One- to three-story residential and commercial structures surround the project site to the west, north, and east. The project block is bounded by an existing three- to four-story condominium/apartment building to the west, predominantly two-story detached residences to the north, one- and two-story commercial buildings to the east, and the San Francisco Zoo to the south (which is not visible from the project site due to dense vegetation and trees located on Zoo property). Other visual features include typical urban elements such as street parking, sidewalks, street trees, overhead utility lines, streetlights, and transit facilities. The architectural character of the area varies, including a mix of older and newer residential and commercial structures.

Development intensity at the project site would be greater than current conditions and the proposed buildings would generally be built to the lot lines. The proposed project would be three stories taller than existing development on the project site, and two- to four- stories taller than surrounding buildings. However, the proposed development would tend to blend in with the existing streetscape, surrounding two- and three- story buildings, and other urban development in the area. A new larger visual element would not, in and of itself, constitute a significant impact. The proposed building would be within the allowable height and bulk district in which it would be located (100-A), and within the allowable residential density established in the *Planning Code*. In terms of visual character, the proposed project would be consistent with the mixed-use, multi-unit residential and neighborhood commercial buildings in the area. Therefore, the proposed project's impact on the existing visual character or quality of the site and its surroundings would be less than significant.

Light & Glare. Street-lighting and existing commercial and residential development in the area, including existing commercial buildings on the project site, all contribute to existing nighttime lighting conditions in the project vicinity. The existing buildings are not constructed with reflective building materials and therefore do not cause excessive glare. Additional lighting typical of residential and commercial/retail spaces, such as interior lights, and light fixtures at the buildings' entrances, and along pedestrian walkways would be introduced by the proposed project. Exterior lighting at building entries would be positioned to minimize glare. Furthermore, the proposed project would be required to comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. As a result, the proposed project would not generate substantially more light or glare than existing land uses

and street lighting in the area and therefore, would have a less-than-significant impact related to light and glare.

Cumulative Aesthetics. The proposed project would result in a more intense development on the project site, but would replace existing urban uses with other allowable land uses. Development in the project area, similar to the proposed project, would be subject to development standards such as those controlling height and bulk. As discussed above, the proposed project would not substantially change the existing visual character of the project area, and therefore would not result in cumulative aesthetic effects.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
3. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The development of 56 dwelling units would result in approximately 161 residents at the project site.⁷ The proposed 22,000 gsf of commercial space would result in an estimated 80 employees.⁸ Although not all employees would work at the site at the same time, the proposed project would result in an estimated on-site population of 241 people. Three business tenants currently occupy the project site. John's Ocean Beach Café and Aqua Surf have four full-time and ten part-time employees, who may return to the site after completion of the proposed project.⁹ Robert's Motel, which would not return with the proposed project, is operated by its two owners and two part-time employees.¹⁰ Therefore, the proposed project would result in a net increase of approximately 64 employees. As the project site is currently occupied by commercial uses, the proposed project would not result in residential displacement.

⁷ 2000 Census. Demographic Characteristics of Census Tract 354. (2.88 persons per unit x 56 units = 161 persons.)

⁸ San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002. General retail use requires approximately 276 gsf per employee. 22,000 gsf of retail/276 gsf per employee = 80 employees.

⁹ Note from Planning Staff: Although the intent and design of the proposed project would have these businesses return, other factors outside of design alone may determine whether they remain at the project site.

¹⁰ EIP, a division of PBS&J Communication with Sloat-Parkside Properties, LLC, November 6, 2006.

In March 2001, the Association of Bay Area Governments (ABAG) projected regional needs in its Regional Housing Needs Determination (RHND) 1999–2006 allocation. The projected need of the City of San Francisco for the period between 1999 and 2006 is 20,327 new dwelling units, or an average annual need of 2,716 net new dwelling units. The proposed project would add 56 new residential units to the City's housing stock that would contribute to meeting this need. The proposed 56 market-rate units would meet approximately two percent of the annual need for dwelling units in the City. The proposed project would also be subject to the Residential Inclusionary Affordable Housing Program pursuant to *Planning Code* Section 315. Residential units proposed under the project would help address the City's broader need for additional housing in a citywide context in which job growth and in-migration outpace the provision of new housing.

While potentially noticeable to immediately adjacent neighbors, the population increase on the project site would not be a substantial increase in the area-wide population (directly or indirectly), and the resulting density would not exceed levels that are common in urban areas such as San Francisco. According to the 2000 U.S. Census, the population for Census Tract 354 was approximately 6,726.¹¹ The proposed project would increase the City of San Francisco population by less than 0.1 percent,¹² and the population in the project vicinity by less than two percent. Therefore, the proposed project would not substantially increase population and employment in the project vicinity. Development of the proposed project with a net increase of about 64 employees would not substantially affect the existing demand for housing in the project vicinity or other portions of the City.

Cumulative Population and Housing. As described above, the proposed project would contribute 0.1 percent to the City's overall population. As such, it would not contribute to a cumulative impact to population or housing.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
4. CULTURAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco <i>Planning Code</i> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

¹¹ United States Census Bureau, 2000 Census *Demographic Characteristics for Census Tract 354*.

¹² The calculation is based on the estimated Census 2000 population of 776,733 persons in the City and County of San Francisco.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Historic Resources. The vacant restaurant building on the southeast corner of the project site (2898 Sloat Boulevard) was constructed in 1928. The Robert's Motel was constructed in 1955 and the John's Ocean Beach Café and Aqua Surf Shop building was constructed in 1950.¹³ Based on the City's *CEQA Review Procedures for Historic Resources*, non-residential buildings constructed after 1913 and not located in a historic district or noted as significant in any local surveys are not considered historic resources as defined by CEQA. The existing buildings on the project site are therefore not considered historic resources under CEQA. There are no off-site historical resources in the project vicinity. Therefore, the proposed project would not impact historic resources.

Archaeological Resources. Factors considered in determining the potential for encountering archaeological resources include the location, depth, and the amount of excavation proposed, as well as any information about known resources in the area. According to the archeological evaluation conducted by City Planning staff, no known archeological resources are located on the project site, which was graded and developed in the late nineteenth century, or in its immediate vicinity.¹⁴ Since the project site was historically located in an area of unsheltered sand dune fields, prehistoric occupation of the site in the late Holocene period is not probable. If prehistoric deposits were present within the northern part of the project site, they would have been removed by the lake outlet channel that transected the site after 1852. Other records reviewed did not indicate recorded Native American or historic-period archaeological or cultural resources.^{15, 16}

¹³ AEI Consultants, *Phase 1 Environmental Site Assessment, 2800-2898 Sloat Boulevard*, November 15, 2002. This document is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 2005.1066E.

¹⁴ R. Dean, San Francisco Planning Department. *Preliminary Archaeological Evaluation Memorandum for 2800 – 2898 Sloat Boulevard Project*. October 16, 2006. This document is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 20051066E.

¹⁵ California Historical Resources Information System, Northwest Information Center, Jillian E. Guldenbrein, Researcher I, *Record search results for the proposed Mixed-Use Residential Development at 2800 Sloat Boulevard, San Francisco City and County, California*, October 10, 2006.

Because of its location near the ocean, previously unidentified subsurface cultural resources dating from the historic period (approximately the last 200 years) could potentially be present in the southern portion of the project site and could be disturbed during grading and construction. The proposed project would involve excavation for underground parking, to a maximum depth of 13 feet. To prevent any potential impacts, the Project Sponsor would implement **Mitigation Measure 1: Archaeological Resources**, on p. 71, which would require construction activities to halt at any indication of an archaeological resource and would reduce potential construction-related impacts on archeological resources to a less-than-significant level. **Mitigation Measure 1** is provided in Section G of this report.

Geologic Resources. No unique geologic features exist on the project site, thus there would be no impact on such features as the result of the proposed project.

Cumulative Cultural Resources. As described above, the proposed project would not impact historic resources or unique geologic features; therefore, no cumulative impact on historic architectural or geologic resources would occur. Cumulative development in the San Francisco region has the potential to encounter unknown archaeological resources. As described above, **Mitigation Measure 1** would reduce the proposed project's potential impact to archaeological resources. As such, the proposed project would not contribute to any cumulative impact to archaeological resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated		Less-Than-Significant Impact	No Impact	Not Applicable
5. TRANSPORTATION AND CIRCULATION – Would the project:						
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁶ Native American Heritage Commission, Debbie Pilas-Treadway, Environmental Specialist III, *Re: Proposed 2800 Sloat Boulevard, San Francisco County*, October 12, 2006.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Under the supervision of the Planning Department, a transportation study was prepared to evaluate the transportation impacts of the proposed project. The findings of the study are summarized below (for more details, see *Final 2800 Sloat Boulevard Transportation Study*).¹⁷ The study analyzed three scenarios: Existing, Existing Plus Project, and Cumulative.

Project Area. The project site is the block bounded by Wawona Street and Sloat Boulevard to the north and south, and between 46th and 47th Avenues to the east and west. Sloat Boulevard in this location is a 135-foot-wide major east-west arterial consisting of three travel lanes and one lane of curbside parking in each direction. One row of angle parking is also located at the center median dividing the roadway. Wawona Street, between 46th and 47th Avenue, is an 80-foot-wide, one-way local roadway with two travel lanes (one shared with MUNI rail) and one lane of on-street parking on the north side of the street. 46th and 47th Avenues adjacent to the project site are both 70-foot wide, north-south local roadways with one travel lane and row of on-street parking in each direction. On-street parking along Sloat Boulevard is one-hour restricted and angle parking in the median is permitted most of the day, except between 5:00 a.m. and 7:00 a.m. On-street parking on residential streets, including 47th and 48th Avenues and Wawona Street, is unrestricted, except for weekly street cleaning periods. In addition to the local roadway system, the project site is regionally served by the Upper and Lower Great Highways and Skyline Boulevard (State Route 35).

The project site is adjacent to Wawona Street where the L-Taraval MUNI Metro line terminates with a stop located mid-block on Wawona Street between 46th Avenue and 47th Avenue. The

¹⁷ CHS Consulting Group, *2800 Sloat Project Transportation Study*, May 16, 2007. This document is available for review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File Number 2005.1066E.

project site is also adjacent to two MUNI bus lines; MUNI Route 18-46th Avenue serving the west side of the City from the Palace of the Legion of Honor to San Francisco State University and MUNI Route 23-Monterey along Sloat Boulevard which runs between Bayview/Hunters Point and the Great Highway. Nearby MUNI bus stops are located across the street from the project site at the northwest and southeast corners of the Sloat Boulevard and 47th Avenue intersection.

Bicycle routes in the project area include: Route 50 on Sloat Boulevard, a designated Class III (shares roadway with no stripe or barrier, but indicated with bicycle sign) bicycle route runs along Sloat Boulevard; Route 95, primarily a Class I (physically separated and dedicated lane) bicycle route along the Great Highway; and Route 91, primarily a Class I dedicated lane along Lake Merced. The City's 2005 Bicycle Plan, currently under environmental review, recommends Class II (shares roadway with lane designated by stripe or barrier) bike lanes for both directions of Sloat Boulevard between Great Highway and Skyline Boulevard.

Trip Generation. Based on trip generation rates in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002), the proposed project is estimated to generate approximately 5,056 total daily person-trips, including an estimated 592 PM peak hour (4:30 p.m. to 6:00 p.m.) person-trips. Of these person-trips, 4,526 would be generated by the proposed commercial uses and 530 would be generated by residential uses of the proposed project. Given the 94 PM peak hour person-trips generated by the existing uses on the site, the proposed project would result in 498 net new person-trips.¹⁸ Distributed among the various modes of transportation and based on mode-split data provided in the *Transportation Impact Analysis Guidelines for Environmental Review*, the proposed project would generate an estimated 351 person-trips by auto, 85 by transit, 37 by walking, 14 by carpool, and 11 person-trips using other modes of transport, including by bicycle during the PM peak hour. Further adjusting for the average vehicle occupancy rate, the proposed project would generate an estimated 213 net new weekday PM peak-hour vehicle trips, of which 110 would be inbound to the site, and 103 would be outbound from the site.^{19,20} Of the 213 net new PM peak-hour vehicle trips, the proposed commercial uses would generate 162 trips (79 retail trips, 27 restaurant trips, 56 café trips) and the residential component would generate 51 trips.

¹⁸ Existing uses person trip estimation based on existing commercial (excluding the motel) square footage and methodology provided in the *Transportation Impact Analysis Guidelines for Environmental Review*.

¹⁹ San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002.

²⁰ All trips generated for the proposed project were considered new even though there are existing commercial uses on the site. Existing vehicle trips to the site were not deducted because the motel has a relatively low occupancy rate and the retail uses have low business volumes.

Traffic operating characteristics of intersections are described by the concept of level of service (LOS). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection LOS ranges from A, which indicates free flow or excellent conditions with short delays, to F, which indicates congested or overloaded conditions with extremely long delays. LOS A, B, C, and D are considered excellent to satisfactory service levels, while LOS E and LOS F are unacceptable. A project resulting in LOS E or F is considered to have a significant, adverse impact.

The transportation study evaluated the effects of PM peak-hour vehicle trips on eight signalized and unsignalized intersections in the project vicinity: Sloat Boulevard/45th Avenue, Sloat Boulevard/46th Avenue, Sloat Boulevard/47th Avenue, Sloat Boulevard/Skyline Boulevard, Sloat Boulevard/Great Highway, Wawona Street/46th Avenue, Wawona Street/47th Avenue, and Wawona Street/Lower Great Highway. It should be noted that the transportation study LOS analysis was conducted to reflect a peak time of the month, namely when the San Francisco Zoo offers free admission to its patrons (first Wednesday of every month). Traffic volumes would be anticipated to be somewhat lower on other days of the month. All of the intersections in the project vicinity currently operate at acceptable conditions, LOS C or better (see Table 2, p. 35). Upon implementation of the proposed project, all intersections would continue to operate at LOS C or better with no significant changes to delays. New residential and commercial uses proposed on the project site would add new vehicle trips to the project area. Residents and businesses in the area could thus experience an increase and change in vehicular activity as a result of the proposed project; however it would not be considered a significant traffic increase relative to the existing capacity of the local street system, substantially increase vehicle delays in the area, nor alter the LOS calculations for intersections in the project vicinity.

Traffic - Cumulative (2020). Cumulative traffic volumes and operating conditions at the eight study intersections, using a one percent growth rate, were assessed for future (2020) conditions (see Table 2, p. 35). Under Cumulative Future (2020) conditions, all study intersections would continue to operate at LOS C or better with no significant changes to delays. Therefore, the proposed project would result in a less-than-significant cumulative traffic impact.

Parking. Parking along Sloat Boulevard between 44th Avenue and 47th Avenue includes parallel curb parking along the north side and angle parking along the median of Sloat Boulevard. Observations during a free admission day indicated that patrons of the San Francisco Zoo primarily use the central angle parking.

TABLE 2
**INTERSECTION LEVEL OF SERVICE: EXISTING,
EXISTING PLUS PROJECT, AND CUMULATIVE CONDITIONS**

Intersection	Existing (2006)		Existing + Project		Cumulative (2020)	
	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
Sloat Boulevard/45 th Avenue (signalized)	11.0	B	13.0	B	13.2	B
Sloat Boulevard/Great Highway (signalized)	27.9	C	28.0	C	29.1	C
Sloat Boulevard/46 th Avenue	0.4/9.6 ¹	A/A	0.7/10.2 ¹	A/B	0.6/10.5 ¹	A/B
Sloat Boulevard/47 th Avenue	1.9/18.1 ¹	A/C	2.0/19.4 ¹	A/C	2.3/24.7 ¹	A/C
Sloat Boulevard/Skyline Boulevard (four-way stop sign)	15.9	C	17.5	C	21.7	C
Wawona Street/ 46 th Avenue (four-way stop sign)	7.7	A	8.3	A	8.7	A
Wawona Street/47 th Avenue	3.5/9.7 ¹	A/A	3.6/10.0 ¹	A/B	3.6/10.2 ¹	A/B
Wawona Street/Lower Great Highway	1.8/9.8 ¹	A/A	1.8/9.9 ¹	A/A	1.9/10.3 ¹	A/B

Source: CHS Consulting Group, 2006.

Note: 1. Indicates average/worst approach at two-way stopped controlled.

The San Francisco Zoo has three parking lots in the vicinity of the project site. The main Zoo parking lot, located off the Great Highway and south of Sloat Boulevard, has 480 spaces and patrons pay \$5.00 for all-day use. A free public parking lot with 450 spaces is located at the intersection of Skyline and Sloat Boulevards. A third, also free, public parking lot with 150 spaces is located on Herbst Road off of Skyline Boulevard at the southeast corner of the Zoo. According to estimates from the Zoo's Operations Director, there are about 30 days a year when all three lots are full and street parking on Sloat Boulevard and in the nearby neighborhood is highly utilized.²¹ The greatest parking demand, according to the Operations Director, on these peak Zoo attendance days occurs at the lot on the Great Highway near the main entrance, followed by parking on Sloat Boulevard and the Zoo lot at Skyline Boulevard and Sloat Boulevard, the Sloat/Great Highway Beach Access parking lot, then on other neighborhood streets, and the Herbst Road lot.

An on-street parking inventory and occupancy survey was conducted on in an approximate two-block area from the project site Wednesday, September 6, 2006 during the midday peak period (1:30 p.m. to 3:30 p.m.) and evening period (6:30 p.m. to 8:00 p.m.). The survey date was a day with free admission at the San Francisco Zoo and would be expected to present a worst

²¹ SF Zoo Operations Director Jesse Vargas, December 16, 2007.

case scenario for parking conditions in the study area. On a typical weekday, parking occupancy would be anticipated to be substantially lower.

Approximately 738 on-street parking spaces were counted in the study area, of which 465 were occupied in the midday (63 percent) and 394 (53 percent) in the evening. Therefore an estimated 273 parking spaces are available in the midday and 344 parking spaces in the evening near the project site. During midday, most vehicles (approximately 40 percent) were observed to have parked along the median section of Sloat Boulevard between 47th Avenue and 44th Avenue. Most vehicles observed to have parked on the street in the evening were concentrated in the residential blocks and there were no vehicles in the median area on Sloat Boulevard during this time.

Table 3 compares the project's proposed parking supply to the *Planning Code* requirements. Pursuant to *Planning Code* Section 151.1, the project would be required to provide 112 spaces, 56 for the commercial component and 56 for the residential uses. The project would provide 93 spaces and would therefore, not meet the *Planning Code* requirements. The proposed project would require a variance from the parking requirements.

TABLE 3
PROPOSED PROJECT OFF-STREET PARKING REQUIREMENTS

Use	Size	Code	Requirement	Supply	Difference
Retail	11,613 gsf	1 space/500 gsf	28	37	-19
Restaurant	9,453 gsf	1 space/200 gsf	28		
Residential (studio)	11	1 space/unit	11	56	0
Residential (2/3-bedroom)	45	1 space/unit	45		
TOTAL			112	93	-19

Sources: San Francisco *Planning Code* Section 151; and CHS Consulting Group, 2006.

Section 155(i) of the *Planning Code* specifies that one space of disabled parking be designated for each 25 off-street spaces provided. Section 166 of the *Planning Code* requires car-share parking in newly constructed residential buildings with more than 50 units. The proposed project would therefore provide four handicapped spaces and one car-share space, to meet the *Planning Code* requirements.

Based on the commercial and residential land uses proposed, the proposed project is estimated to generate a parking demand for approximately 274 parking spaces (195 for commercial uses and 79 for residential uses). The proposed project would provide 93 parking spaces, 37 for the commercial component and 56 for the residential uses. The total unmet parking demand of approximately 181 spaces could potentially be accommodated by existing on-street parking.

According to the traffic study, there are approximately 738 on-street parking spaces within an approximate two block area surrounding the project site. Of these, an estimated 273 spaces (37 percent) would be available during the mid-day peak, 344 spaces (47 percent) would be available in the evenings. On-street parking demand was found to be lower in the evenings (53 percent occupancy); therefore it is anticipated that any unmet residential demand of the proposed project at night could be accommodated on the street within the project vicinity. Although higher in demand and competition, the unmet midday parking demand could also be accommodated by on-street parking on both a typical and peak mid-day. The peak mid-day (on the Zoo free admission day) occupancy was estimated at 63 percent. Adding the estimated unmet parking demand (181 spaces) to existing occupancy, assuming the unmet demand would occur in its entirety at one given time, would increase the occupancy rate from the existing 63 percent to 88 percent, just exceeding its effective full capacity.²² A higher occupancy of on-street parking could influence whether a Zoo patron chooses to use the Zoo parking lots or park on-street. However, with an increase in competition for on-street parking spaces, some customers may have to walk a longer distance to reach the project site and similarly, Zoo patrons who use on-street parking may have a longer walking distance than under current conditions.

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to night, from day to day, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social effects need not be treated as significant impacts on the environment. Environmental review documents should, however, address any secondary physical effects that could be triggered by a social impact (CEQA Guidelines Section 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles, or travel by foot), and a relatively dense pattern of urban development may induce drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall

²² A parking area is considered effectively full when it reaches 85 percent occupancy level. When occupancy levels exceed 85 percent, drivers often need to circle the area in order to find a parking space, even though there are spaces available.

travel habits. Any such resulting shifts, to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's "Transit First" policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." The transportation analysis accounts for potential secondary effects, such as drivers circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor and the traffic assignments used in the transportation study, as well as in associated analysis areas (air quality, noise, and pedestrian/bicycle safety) address these potential secondary effects.

Transit Impacts. The traffic study estimates that the proposed project would generate approximately 80 weekday PM peak-hour transit trips (54 percent inbound and 46 percent outbound). Of the 80 transit trips, 62 would be trips within San Francisco, 13 trips would be regional, and five trips would be "other." Connections to regional transit service would be through MUNI rail or bus lines. Of the 62 PM peak-hour trips that would occur within San Francisco, 16 trips would be inbound to the project site from the downtown area. Transit trips from downtown to the project site would likely occur on the MUNI-Metro L line, which has seven minute headways providing approximately 8.5 outbound runs during the PM peak hour. Distributed among these runs, the proposed project would add approximately two riders per vehicle. The proposed project would contribute no more than ten project trips to and from other zones in the City, including the connections to regional providers. The MUNI lines serving the project site from each zone of the City have adequate capacity to accommodate the proposed project's PM peak-hour transit trips.²³ Therefore, the proposed project would not have a significant effect on MUNI operations.

Similarly, the project's 13 regional transit trips would be distributed among numerous BART trains and North and South Bay transit providers, namely Caltrain, SamTrans and Golden Gate Transit. In addition, AC Transit provides local bus service in the Easy Bay. BART serves the East Bay and Northern Peninsula through Downtown San Francisco. Approximately two of the project transit trips would be inbound and two trips would be outbound from the project site to the East Bay during the PM peak hour. These trips would be spread over 20 peak hour BART

²³ CHS Consulting Group, May 2007.

trains, thus, in most instances would represent less than one additional person per BART train. As indicated above, because there is no BART station within walking distance of the project site, riders would likely use local providers (i.e., MUNI rail and buses) to reach the nearest BART stations, which are the Civic Center and Glen Park stations.

Two project transit trips would be inbound to the project site from the North Bay and two trips would be outbound from the project site to the North Bay. Also, there would be three inbound trips to the project site from the South Bay and three outbound trips from the project site to the South Bay. The North and South Bay transit providers (Caltrain, SamTrans, and Golden Gate Transit) all have adequate capacity to accommodate these additional trips.²⁴ Therefore, the proposed project's estimated 13 regional transit trips would not substantially affect regional service or capacity. Similarly, the proposed project would not significantly contribute to cumulative local or regional transit conditions and would not be considered a significant impact on existing local or regional transit systems.

Due to its location adjacent to the MUNI L-line, the proposed project would include **Improvement Measure 1: Transit** (p. 71) agreeing to further coordinate with MTA to explore the possible installation of eyebolts on the proposed buildings to support the L-Line's overhead wire system.

Pedestrian Impacts. The proposed project would generate approximately 122 pedestrian trips (85 transit, 37 walking) during a typical weekday PM peak hour. Since the proposed project would be accessed from all sides of the project block and transit stops are available on Sloat Boulevard, 47th Avenue, and Wawona Street, it is anticipated that these trips would be distributed to all surrounding streets. Currently, Sloat Boulevard, 46th Avenue, 47th Avenue, and Wawona Street all have sufficient sidewalk width (12- to 15-feet wide) to accommodate this increased pedestrian traffic. Pedestrian crosswalks are available at most street intersections, including across Sloat Boulevard at 47th and 46th Avenues. Therefore, the proposed project would have a less-than-significant impact on pedestrian circulation.

The project sponsor has agreed to meet with the Traffic Engineering Division of Municipal Transportation Authority and the Department of Public Works prior to construction (see **Improvement Measure 4: Construction**, below). As part of this meeting, and included as **Improvement Measure 2: Pedestrian**, the project sponsor has agreed to discuss pedestrian safety in the area with these City departments, including the potential for pedestrian-crossing improvements across Sloat Boulevard at 47th Avenue and directional markings and/or crossings at Wawona Street and 47th Avenue.

²⁴ CHS Consulting Group, May 2007.

Bicycle Impacts. Field observations indicate that bicycle volumes on most study area streets are moderate.²⁵ The proposed project would generate an estimated 11 “other” PM peak-hour trips, which include bicycle trips. Therefore, it is not anticipated that the proposed project would have a significant negative impact on bicycle conditions, nor adversely affect bicycle travel in the project vicinity. As described above, a Class II bike lane is proposed and under analysis for a section of bicycle Route 50 in the vicinity of the study area from the Great Highway to Skyline Boulevard. With potential implementation in the next five years, the proposed bike lane would eliminate a traffic lane in each direction and create right turn pockets on the northern side of Sloat Boulevard in the vicinity of the project site. According to the traffic analysis, the addition of the bike lane and elimination of traffic lanes would not result in a significant traffic impact, with intersections operating at LOS D or better following reconfiguration and cumulatively.²⁶ Therefore, the proposed bike lane, in combination with the proposed project and considering cumulative conditions in the area, would not have a significant impact on traffic conditions.

Planning Code Section 155.5 requires that 25 bicycle spaces be provided for residential projects with 50 dwelling units, with additional spaces required at a rate of one bicycle parking space for every four additional dwelling units over 50. The proposed project, would therefore require, and is proposing to provide, 26 bicycle parking spaces.

Loading. *Planning Code* Sections 152.1 and 153(1) requires one new off-street loading space for the proposed commercial uses and no loading spaces for the residential component. The proposed project would generate an estimated 30 daily truck trips, which equals a peak-hour (10:00 a.m. to 1:00 p.m.) loading demand of two spaces and an average-hour (8:00 a.m. to 5:00 p.m.) loading demand of one loading space. The proposed project would provide one off-street loading space located near the parking garage entrance on 46th Avenue and would, therefore, meet *Planning Code* loading space requirements.

Most deliveries to the commercial users and residential move-in or move-out activities would be accommodated in the dedicated loading space. Occasionally, a large semi-tractor-trailer may be used for move-in or move-out activities for out-of-state residents where moving companies combine furniture from multiple households into one truck. Semi-tractor-trailers would not be accommodated in the loading space and would require the approval, on an individual basis to use adjacent streets. During the event that a semi-tractor-trailer was needed for residential move-in and move-out activities, residents would be able to reserve on-street curb parking through the San Francisco Police Department. Since no substantial loading problems are anticipated, loading impacts would not be significant.

²⁵ CHS Consulting Group, May 2007.

Based on its low average loading demand, the proposed project would not have a significant loading impact. While the daily loading demand is low, there is a potential that when other delivery/service vehicles arrive, the loading space or nearby on-street parking may not be available, particularly during the mid-day peak period. This potential conflict can be corrected by timing anticipated deliveries during non-peak hours and monitoring delivery activities in the area. The project sponsor has agreed to monitor delivery activities and if necessary, petition the Department of Parking and Traffic (DPT) for a yellow curb space along 46th Avenue (see **Improvement Measure 3: Loading**, p. 73).

Construction Traffic. The proposed project's construction is anticipated to occur over 25 months, beginning in approximately 2008 and continuing to 2010. Initial site work, including demolition and excavation, would occur during the first four months of construction. During this period, a maximum of 50 trucks and 10 to 30 workers would come to the site each day, removing a total of approximately 15,000 cubic yards of soil and construction debris from the site.²⁶ The foundation would be laid out during the fifth through eighth months of construction. During this period, there would be an estimated 20 to 40 trucks and 15 to 40 workers per day at the site. From the ninth to twelfth months, framing of the building would occur and would require approximately 20 to 40 trucks and 50 to 80 workers per day. The last phase of construction would include completion of the interior, and would require approximately 20 to 30 trucks and 50 to 80 workers per day.

Construction of the proposed project would temporarily affect traffic and parking conditions in the vicinity of the project site. During the estimated 25-month construction period, temporary and intermittent traffic and transit impacts would result from truck movements to and from the project site during construction hours (typically Monday through Saturday 7:00 a.m. to 6:00 p.m.). Truck movements during periods of peak traffic flow would have greater potential to create conflicts with traffic and transit operations than during non-peak hours because of the greater number of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. Construction-period traffic impacts resulting from the proposed project are considered short-term and would be less-than-significant.

During the construction period, the proposed project would temporarily occupy portions of the sidewalks along Sloat Boulevard, 46th Avenue, and 47th Avenue, but a six-foot pedestrian walkway would be maintained during construction activities. Any temporary sidewalk or other public right-of-way closure would be subject to review and approval by the

²⁶ CHS Consulting Group, May 2007.

²⁷ CHS Consulting Group, May 2007.

Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and the Department of Public Works (DPW).

If the construction of the proposed project occurs simultaneously with other projects in the area, disruptions to traffic and transit operations could potentially occur. The contractor and Project Sponsor should work with the DPW, Parking and Traffic, Planning, MTA/MUNI, and the sponsors of any potential neighboring projects to coordinate construction schedules so that impacts may be minimized (see **Improvement Measure 4**, p. 73).

During the most intensive construction phase, 50 to 80 construction workers would require parking in the vicinity of the project site. Construction workers would park on the perimeter of the project site until the basement level of the proposed project is completed. After completion, construction workers would park in the basement.²⁸ During project construction, construction workers not able to park on the project site would compete for on- and off-street parking in the project vicinity. Temporary parking demand from construction workers' vehicles and impacts on local intersections from construction worker traffic would occur in proportion to the number of construction workers who would use automobiles, but would not be expected to substantially affect parking conditions in the project vicinity. Impacts associated with construction activities, including parking, are not considered significant, as they are temporary and of short-term duration.

Air Traffic Patterns. The nearest airport (San Francisco International Airport) is approximately 15 miles from the project site. The proposed project is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, topic 5c is not applicable to the proposed project.

Design Hazards. The proposed project does not include sharp curves or dangerous intersections that could increase traffic hazards on-site. The proposed project would not introduce incompatible uses that could create traffic hazards. Therefore, the proposed project would have no impact related to design hazards.

Emergency Access. The proposed project would not alter any roadways or create new obstructions in existing roadways that would result in a significant impact to emergency access. Under existing plus project and cumulative 2020 conditions, all study intersections would continue to operate at acceptable levels; therefore, the proposed project would not impede or affect emergency access.

²⁸ CHS Consulting Group, May 2007.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Operational Noise. Ambient noise and vibration levels in the project vicinity are typical of neighborhood noise levels in San Francisco, which can include vehicular/transit traffic (trucks, cars, MUNI buses/rail, emergency vehicles), and land use activities. Neighborhood noise sources in the project vicinity include motor vehicle traffic on surrounding streets, the MUNI rail line and existing residential and commercial land uses. Based on published scientific acoustic studies, an approximate doubling of traffic volumes in an area would be necessary to produce an increase in ambient noise levels noticeable to most people in the area. The proposed project would not cause a doubling in traffic volumes and would therefore, not cause a noticeable increase in the ambient noise level in the project vicinity. Therefore, the proposed project-generated traffic would not cause a significant increase in the ambient noise level in the project vicinity.

Occupancy and operation of the proposed project would generate noise from the ventilation system and other mechanical equipment. All operations of mechanical equipment would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909. Project compliance with Noise Ordinance Section 2909 would therefore ensure the proposed project's mechanical equipment noise would not substantially increase the ambient

noise level of the surrounding area. Therefore, noise and vibration generated by the proposed project would result in a less-than-significant noise impact.

Construction Noise and Vibration. Temporary and intermittent demolition and construction activities at the project site could expose nearby off-site sensitive receptors (e.g., residential uses and hotels) to elevated levels of noise and groundborne vibration. Construction is expected to take about 25 months. Construction noise and related vibration would fluctuate depending on the construction phase, equipment type (see Table 4, on p.47) and duration of use, distance between noise source and listener, and presence or absence of barriers (including subsurface barriers). No pile driving would occur because the project's foundation would be constructed with a reinforced concrete mat.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the *Police Code*). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of the DPW. Section 2908 of the Noise Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m. if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of the DPW. Since compliance with the Noise Ordinance would prevent construction activities from occurring during designated sleeping hours, and considering the temporary nature of the construction activities, potential construction noise and vibration impacts would be less than significant.

Residential Interior Noise Levels. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects, requiring these projects be designed to prevent the intrusion of exterior noise. These standards are consistent with the City of San Francisco's Noise Element policies for indoor residential use. The Department of Building Inspection (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission. In anticipation of the existing noise environment, the proposed project has been designed with double-glaze windows and central ventilation. Hence, the existing noise environment would not substantially impact the proposed project. Related to the existing noise environment, (see **Improvement Measure 5: Noise**, p. 74) the project sponsor and management have agreed to notify potential residents of the nature of the surrounding activities, in particular the operation of the adjacent MUNI L-line.

Cumulative Noise. Construction activities typically occur on a given project site on a similarly temporary basis. Because (1) project construction activities would be temporary and intermittent in nature; (2) project construction-related noise would not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site; and (3) as stated above, required construction noise reduction measures would be implemented as required by the City's Noise Ordinance, the contribution of project construction noise in the project site vicinity, would not be considered cumulatively significant.

Localized traffic noise would increase as a result of cumulative growth in the project vicinity. However, cumulative traffic noise along local streets in the project vicinity would be less than one dBA.²⁹ Therefore, sensitive receptors such as adjacent occupants, including residences located in close proximity to these intersections, would not be exposed to substantially greater ambient noise levels, and the traffic noise impact of cumulative development would not be significant.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
7. AIR QUALITY					
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction Air Quality Emissions. The project would have a temporary impact to local air quality during the 25-month construction period. Demolition, excavation, grading, and foundation and other ground-disturbing activity would cause temporary increases in

²⁹ A 100 percent increase in traffic volume is needed to produce a 3 dBA increase at receptors along a road. Based on the projected cumulative traffic volumes in the traffic study, volumes on the streets surrounding the project block would not increase by more than 20 percent. Therefore, the maximum cumulative traffic noise increase would be less than 1 dBA.

particulate dust and other pollutants. Use of heavy-duty construction equipment would emit pollutants from fuel consumption and particulate matter. Dustfall can be expected at times on surfaces within 200 to 800 feet of the source. Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Dust generated from demolition and construction is composed primarily of large particles that settle out of the atmosphere more rapidly with increasing distance from the source and are easily filtered by human breathing passages. In general, dust generated by demolition and construction activity would result in more of a nuisance than a health hazard in the vicinity of the project site. About one-third of the dust generated by demolition and construction activities consists of smaller size particles in the range that can be inhaled by humans (i.e., particles 10 microns or smaller in diameter, known as PM₁₀, although those particles are generally inert). Persons with respiratory diseases immediately downwind of the site, as well as any unprotected electronics equipment, could be sensitive to this dust. The amount of dust generated on a given day would be variable and dependent on types and amount of demolition and/or construction activity, as well as meteorological and soil conditions. The highest potential for dust generation occurs during the summer months, when winds are highest (on average) and soil moisture is lowest.

Effects of demolition and construction activities would increase dustfall and local levels of particulate matter. The proposed project would include mitigation (**Mitigation Measure 2**, p. 72), which would implement appropriate Bay Area Air Quality Management District (BAAQMD) control measures such as requiring the project contractor to water the site (with reclaimed water), cover soil and other materials, cover trucks, and sweep the streets to minimize dust generation during excavation, storage, and transportation of soil. The contractor also would minimize vehicle emissions by prohibiting idling of engines and by implementing a vehicle maintenance program. With the implementation of **Mitigation Measure 2**, the proposed project's construction-related air quality impact would be reduced to a less-than-significant level.

Operational Air Quality Emissions. Potential air pollutants related to the operation of the proposed project would include those emitted by project-related traffic and by on-site stationary pollutant sources (such as building mechanical equipment, energy use, application of paints and solvents, etc.). Transportation vehicles are the primary source of operational project-related emissions. According to CEQA guidance issued by the BAAQMD, a project would have potentially significant emissions impacts if the project were to generate more than 2,000 vehicle trips per day. Based on the transportation analysis prepared for the proposed project, the

project would generate about 2,130 daily vehicle trips³⁰, exceeding the BAAQMD's threshold for air quality analysis. Therefore, consistent with BAAQMD guidance, a quantitative analysis of transportation air quality has been performed, and is shown in Table 5. These emissions were estimated by using the URBEMIS 2002 model developed by the California Air Resources Board.

TABLE 4
FUTURE DAILY OPERATIONAL AIR POLLUTANT EMISSIONS

Project Source	Net Increase in Daily Emissions in Pounds per Day		
	ROG	NO_x	PM₁₀
Motor Vehicles	18.86	15.97	11.19
Stationary Sources	4.29	0.60	0.01
TOTAL	23.15	16.57	11.20
BAAQMD Significance Thresholds	80.0	80.0	80.0

Source: EIP Associates, 2006.

As shown in Table 4, implementation of the proposed project would not result in operational emissions exceeding the BAAQMD significance thresholds for ROG, NO_x, or PM₁₀. Thus, project operational air pollutant emissions would not be significant. Moreover, nearby intersections analyzed (see Section 5, Transportation and Circulation, on p. 31) would operate at acceptable levels of service with the addition of project traffic, and, therefore, would be unlikely to experience violations of state or federal standards for carbon monoxide (CO) concentrations.

Stationary source emissions, generated by mechanical equipment and the combustion of natural gas for building space and water heating would be relatively minimal compared to transportation emissions, and would be considered less than significant. Observation indicates that surrounding land uses are not sources of noticeable odors and therefore, proposed uses similar to surrounding ones would also not result in objectionable odors. The proposed project would not violate any BAAQMD ambient air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, no significant operational air quality impacts would be generated by the proposed project.

“Greenhouse Gas” Emissions. Gases that trap heat in the atmosphere are often called greenhouse gases (GHGs). GHGs emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” GHGs contribute to an increase in the temperature of the earth’s atmosphere by preventing the escape of heat. The principal GHGs are carbon dioxide, methane, nitrous oxide, and water vapor. (Ozone—not directly emitted, but formed from other gases—in the troposphere, the lowest level of the earth’s atmosphere, also

³⁰ The project’s daily vehicle trips were calculated by multiplying the PM peak hour vehicle-trips (213) by ten, per CHS Consulting Group, phone communication June 1, 2007.

contributes to retention of heat.) Of these gases, carbon dioxide and methane are emitted in the greatest quantities from human activities. Emissions of carbon dioxide are largely byproducts of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills, and nitrous oxide is emitted primarily from agricultural activities.³¹ There is international scientific consensus that human-caused increases in GHGs has and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Some of the potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.³² Secondary effects are likely to include global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

The California Energy Commission (CEC) estimates that in 2004 California produced 500 million gross metric tons (about 550 million U.S. tons) of carbon dioxide-equivalent GHG emissions.³³ The CEC found that transportation is the source of 38 percent of California's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent and industrial sources at 13 percent.³⁴ In the Bay Area, transportation accounts for just over half of the Bay Area's 85 million tons of GHG emissions. Industrial and commercial uses generate about one-fourth of total GHG emissions, while domestic sources (e.g., home water heaters, furnaces, etc.) account for about 11 percent; power plants, 7 percent; and refineries, 6 percent.³⁵ California Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, was enacted in 2006 and requires the state Air Resources Board (ARB) to establish a statewide GHG emission cap for 2020 based on 1990 emission levels. Although ARB has not yet adopted the target-year (1990) GHG emissions level, the CEC estimates GHG emissions for 1990 at approximately 433 million gross metric tons (477 million U.S. tons), meaning that to reach the AB 32 goals, California would have to reduce GHG emissions by approximately 13 percent from 2004 levels, by 2020.

³¹ Other GHGs, with much greater heat-absorption potential than carbon dioxide, include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

³² California Air Resources Board (ARB), 2006a. Climate Change website (<http://www.arb.ca.gov/cc/120106workshop/intropres12106.pdf>) accessed March 24, 2007.

³³ Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption potential.

³⁴ California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004 - Final Staff Report*, publication # CEC-600-2006-013-SF, December 22, 2006; and January 23, 2007 update to that report. Available on the internet at: <http://www.arb.ca.gov/cc/ceci/emsinv/emsinv.htm>.

³⁵ BAAQMD, *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2002*, November 2006. Available on the internet at: http://www.baaqmd.gov/pln/ghg_emission_inventory.pdf.

In response to AB 32's direction that the ARB identify a list of "discrete early action greenhouse gas reduction measures," ARB in June 2007 adopted three measures and identified 33 additional measures.³⁶ The three adopted measures, to take effect in 2010, are a low-carbon fuel standard, reduction of refrigerant losses from motor vehicle air conditioning system maintenance, and increased methane capture from landfills. A second group of 23 measures on which work is under way, or will be under way by 2009, relate to agriculture, commercial uses, education uses, energy efficiency, fire suppression, forestry, oil and gas, and transportation. Finally, the ARB is initiating work on 10 conventional air pollution controls aimed at criteria and toxic air pollutants, but with concurrent climate co-benefits. These include under ARB's Diesel Risk Reduction Plan, as well as strategies expected to provide GHG cobenefits by reducing conventional pollutants.

Implementation of the proposed project would contribute to long-term increases in GHGs as a result of traffic increases (mobile sources) and building heating (area sources), as well as indirectly, through electricity generation. The project's incremental increases in GHG emissions associated with traffic increases and space heating would contribute to regional and global increases in GHG emissions and associated climate change effects. Neither the BAAQMD nor any other agency has adopted significance criteria or methodologies for estimating a project's contribution of GHGs or evaluating its significance. However, no individual development project, such as the proposed project, could, by itself, generate sufficient emissions of GHGs to result in a significant impact in the context of the cumulative effects of GHG emissions. Moreover, as the project would be developed in an urban area with good transit access, the project's transportation-related GHG emissions would tend to be less relative to the same amount of population and employment growth elsewhere in the Bay Area, where transit service is generally less available than in the central city of San Francisco. As new construction, the residential portion of the proposed project would also be required to meet California Energy Efficiency Standards for Residential and Nonresidential Buildings, helping to reduce future energy demand as well as reduce the project's contribution to cumulative regional GHG emissions. Therefore, project would not result in significant impacts related to GHG emissions.

Cumulative Air Quality. The BAAQMD neither recommends quantified analysis of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction emissions. The construction industry, in general, is an existing source of emissions within the Bay Area. Construction equipment operates at one site on a short-term basis and, when finished, moves on to a new construction site. Because construction activities would be temporary and intermittent, the contribution to the cumulative context

³⁶ California Air Resources Board, Proposed Early Actions to Mitigate Climate Change in California, April 20, 2007.

would therefore not be significant. All of the appropriate and feasible construction-related measures recommended by the BAAQMD would be implemented (see **Mitigation Measure 2**, on p. 72), and the contribution of construction emissions associated with the proposed project would therefore, not be cumulatively considerable.

The proposed project would be generally consistent with the *San Francisco General Plan*, which does not project a population increase in excess of that forecast in the Bay Area 2005 Ozone Strategy. Additionally, the *General Plan*, *Planning Code*, and *City Charter* implement various Transportation Control Measures identified in the 2005 Ozone Strategy through the City's Transit First Program, bicycle parking requirements, transit development fees, and other actions. In light of the above, the proposed project would not contribute considerably to cumulative air quality impacts, nor would it interfere with implementation of the 2005 Ozone Strategy or the 2001 Ozone Attainment Plan, which are the applicable regional air quality plans developed to improve air quality in the Bay Area.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated		Less-Than-Significant Impact	No Impact	Not Applicable
		with Mitigation Incorporated	Less-Than-Significant Impact			
8. WIND AND SHADOW—Would the project:						
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Wind. Wind impacts are generally caused by large building masses extending substantially above neighboring buildings, and by buildings oriented such that a new large wall catches a prevailing wind, particularly if such a wall includes little or no articulation.

Since the proposed buildings would be approximately 60 feet tall, would not be substantially taller than nearby buildings, nor oriented differently than existing buildings on the block, the proposed project would not result in adverse effects on ground-level winds. Accordingly, the proposed project would not have a significant adverse impact on wind conditions.

Shadows. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from additional shadowing by new structures. Section 295 restricts new shadow upon public parks and open spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height unless the Planning Commission, in consultation with the General Manager of the Recreation and Park Department and the Recreation and Park Commission, finds the impact to be

insignificant. The project proposes a building height of 60 feet. The closest Proposition K properties are to the south across Sloat Boulevard at the San Francisco Zoo and west across Pacific Coast Highway at the beach. A shadow fan analysis was conducted for the proposed project that determined that proposed project's shadows would not reach the Zoo or the beach.³⁷ Therefore, the proposed project would not shade public areas subject to Section 295 of the *Planning Code*.

Section 295 does not provide protection from shadows for non-Department of Recreation and Parks or private properties. The proposed project would be two to three stories taller than the adjacent development and could affect sun and light exposure of adjacent private properties. The new building would shade adjacent portions of streets and sidewalks, but would not increase shading in the neighborhood above levels common in this urban area. While additional shading or loss of sunlight would be an adverse change for affected neighbors, it would not constitute a significant effect on the environment under CEQA. Therefore, the proposed project would not result in a significant shadow impact.

Cumulative Wind and Shadows. The proposed project, as discussed above, would not substantially impact shadow or wind levels at or near the project site, therefore, a cumulative impact would not occur.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated		Less-Than-Significant Impact	No Impact	Not Applicable
9. RECREATION—Would the project:						
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Parks and Recreation. The project site is not located in an area identified in the *General Plan* as in high need of recreational facilities.³⁸ Recreation and Park Department properties within walking distance of the proposed project include the San Francisco Zoo just south of the project site, and South Sunset Playground, located at Wawona Street and 42nd Avenue about four

³⁷ A copy of the shadow fan analysis is available for review, by appointment at San Francisco Planning Department, 1650 Mission, 4th Floor in Case File No. 2005.1066K.

³⁸ *San Francisco General Plan, Recreation and Open Space Element*, July 1995.

blocks to the east. Other nearby properties include Lake Merced Park and golf course and Pine Lake Park, at a distance of approximately one mile. The project site is also within walking distance, approximately two blocks to the east, from public beach access and recreational trails along the Pacific Ocean. The proposed project would be well-served by nearby parks, open space, and other recreational facilities. The proposed project would provide approximately 4,700 gsf of common open space for its residents, employees, and visitors.³⁹ The addition of approximately 151 residents with the proposed project would not substantially increase demand for or use of neighborhood park or citywide facilities, such that substantial physical deterioration would occur. The incremental residential growth that would result from the proposed project would not require the construction of new recreational facilities or the expansion of existing facilities.

Cumulative Recreation. The proposed project would not have a significant impact on recreational resources, nor would the project contribute to any significant cumulative impacts on recreational resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
10. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is within an urban area that is served by existing utilities and service systems including solid waste collection and disposal, wastewater and stormwater collection and treatment, and power, water, and communication facilities. The proposed project would add new residential and retail uses to the site that would increase the demand for utilities and service systems on the site, but not in excess of amounts expected and provided for in the project area. No new water delivery or wastewater collection and treatment facilities would be required to serve the proposed project and the project would not result in a population increase beyond that assumed for planning purposes by the San Francisco Public Utilities Commission (SFPUC), which provides both water and wastewater service in San Francisco.⁴⁰

Project-related wastewater and storm water would continue to flow to the City's combined storm water and sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Oceanside Water Pollution Control Plant prior to discharge into the Pacific Ocean. The proposed project would not require substantial expansion of wastewater treatment facilities or an extension of a sewer trunk line. Project solid waste would be collected by Sunset Scavenger Company, hauled to the Norcal transfer station near Candlestick Point, and recycled as feasible, with non-recyclables being disposed of at Altamont Landfill, where adequate capacity exists to serve the needs of San Francisco.⁴¹ In addition, solid waste disposed of at the Altamont Landfill is required to meet federal, state, and local regulations relevant to solid waste.

Cumulative Utilities and Service Systems. The proposed project would not substantially impact utility provision or service in the project area. Given that existing service management plans address anticipated growth in the region, the proposed project would not have a significant cumulative effect on utility service provision or facilities.

⁴⁰ San Francisco Public Utility Commission, 2005 *Urban Water Management Plan (UWMP)*. December 2005, available at <http://sfwater.org/>.

⁴¹ SF Environment, *Waste in San Francisco Factsheet*, available at www.sfenvironment.com/facts, accessed June 2007.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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11. PUBLIC SERVICES – Would the project:

a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Fire Protection Services. The project site is served by the San Francisco Fire Department (SFFD), with the nearest SFFD station being Station 18, located at 1933 32nd Avenue, approximately two miles from the project site. The proposed project would incrementally, but not substantially increase the demand for fire protection services on the project site. The incremental increase would not exceed amounts anticipated and provided for in the project area.

Police Protection Services. Development of the proposed project would increase residential and retail uses on the project site, and could incrementally increase police service calls in the project area. The project site is in the San Francisco Police Department's (SFPD) Golden Gate Division, and is served by the Taraval Station, located less than two miles from the project site. The potential increase in service calls as a result of the project would not exceed amounts anticipated and provided for in the project area. Hence, the proposed project would have a less-than-significant impact on police and fire protection services.

Schools. The San Francisco Unified School District (SFUSD) provides public primary and secondary education in the City and County of San Francisco.⁴² Nearby schools include Ulloa Elementary School, located at 2650 42nd Avenue, approximately four blocks east of the project site, A.P. Giannini Middle School at 3151 Ortega Street, approximately 1.6 miles northeast of the project site, Lowell Alternative High School at 1101 Eucalyptus Drive, about 1.5 miles southeast of the site, and Abraham Lincoln High School at 2162 24th Avenue, about 2.1 miles northeast of the site. The School District also runs a Japanese Bilingual – Bicultural Program at 3045 Santiago Street, approximately one mile northeast of the project site.⁴³

The SFUSD is currently not a growth district and facilities throughout the City and County are underutilized. According to the *SFUSD Facilities Master Plan*, the District has excess capacity at existing school facilities. An increase in students associated with the proposed project's residential units would not substantially change the demand for schools in the project vicinity. Therefore the proposed project would not have significant impacts to school facilities or services.

Community Facilities. The addition of residents from the proposed project would increase the demand for other City services, such as libraries and community centers. The Parkside Library Branch, at Taraval Street and 19th Avenue, provides library services to the Parkside neighborhood. Parkside Library has been designated for renovation as part of the San Francisco Public Library's Branch Library Improvement Program. Under the program, Parkside Library will be modernized and seismically upgraded, and slightly expanded. Community facilities would not be significantly affected by the proposed project.

Cumulative Public Services. Public service providers accommodate growth within their service areas by responding to forecasted population growth and land use changes. The proposed project would not exceed growth projections for the area, would generally be consistent with the *General Plan*, and as such, would be accommodated in the projected cumulative demand for services.

⁴² San Francisco Unified School District, About SFUSD, <http://portal.sfusd.edu/template/default.cfm?page=about.more>, accessed April 11, 2006.

⁴³ San Francisco Unified School District, About SFUSD, <http://portal.sfusd.edu/template/default.cfm?page=about.more>, accessed April 11, 2006.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact	Not Applicable
12. BIOLOGICAL RESOURCES—					
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is currently occupied by three commercial buildings, a surface parking lot, and a graded dirt area. There are no riparian or wetland areas on the project site. Vegetation observed at the western border of the project site, near the open dirt area, on the August 14, 2006 site visit included the following common species: six-foot Gnaio Tree (*Myoporum laetum*); Mirror Plant (*Coprosma repens*); Sweet Alyssum (*Lobularia maritima*); Pansy (*viola spp.*); Ice Plant (*Carpobrotus edulis*); and a small pine tree (*Pinus spp.*). The majority of the project site is paved, currently developed, or previously disturbed and does not support or provide habitat for any rare or endangered wildlife or plant species. No special-status bird species are known to nest in the immediate area. A report from the California Natural Database (CNDDB) documents sensitive species occurrences within one mile of the project area, but as shown in Figure 14, these occurrences are concentrated in the Zoo, Lake Merced, and the beach areas. All local sensitive species occurrences are shown in Figure 14, on p. 57.



SOURCE: CADFG, CNDBB Occurrences, September 2006.

FIGURE 14: SENSITIVE SPECIES OCCURRENCES
2800 SLOAT BOULEVARD

Since the project site is already developed and contains no significant vegetation other than ruderal vegetation, it does not provide any appropriate habitat for sensitive species. As such, the proposed project would not have a significant adverse impact on biological resources. The project vicinity is an urban environment and experiences high levels of human activities, and only common bird species are likely to nest in the area. Therefore, the proposed project would not substantially affect any rare or endangered animal or plant species or the habitat of such species, nor substantially diminish habitat for fish, wildlife or plants, or substantially interfere with the movement of migratory fish or wildlife species.

The City provides special protection to landmark and significant trees, as outlined in Article 16 of the *Public Works Code*, and requires review and approval of proposed removals of such trees. Landmark trees are designated based on their age, size, shape, species, location, historical association, visual quality, or other contribution to the City's character. Significant trees are those trees in the public right-of-way (street trees), or within 10 feet of the public right-of-way, and satisfy at least one of the following criteria: (1) a diameter at breast height of at least 12 inches, (2) a height in excess of 20 feet, or (3) a canopy in excess of 15 feet. The project site does not contain any landmark or significant trees. In the NC zoning district, developments are required to provide a minimum of one 15-gallon tree for each 20 feet of frontage of the property along the street. The trees must be located within a setback area on the lot or within the public right-of-way along the lot. For trees installed in the public right-of-way, the DPW must approve the species and location (*Planning Code Section 143, Street Trees*). The proposed project would provide approximately 26 street trees, with the final number and placement subject to review and approval by the DPW.

Cumulative Biological Resources. The proposed project would not have a significant impact on biological resources, nor would the project contribute to any potential significant cumulative effects on biological resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
13. GEOLOGY AND SOILS – Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As described in the *San Francisco General Plan*, Community Safety Element, the greatest risks to life and property in San Francisco result directly from the ground shaking and ground failure associated with large earthquakes. Ground shaking is a result of the sudden release of seismic energy during displacement along a fault. During an earthquake, the intensity of ground shaking at a particular location will depend on a number of factors including earthquake magnitude, the distance to the zone of energy release, and local geologic conditions. The project site is not located within an Alquist-Priolo Earthquake Fault Zone. The project site is located in an area subject to ground shaking from earthquakes along other faults in the Bay Area, including the San Andreas and Northern Hayward Faults. Ground shaking and damage level maps of the area indicate the project site is located in an area subject to "violent" shaking intensity and "nonstructural" damage due to ground shaking from earthquakes along the San

Andreas Fault and “moderate” shaking and “nonstructural” damage along the Northern Hayward Fault.⁴⁴ The proposed project would likely be exposed to strong earthquake shaking during the life of the improvements. Compliance with the recommendations contained in the *San Francisco* and *Uniform Building Codes* would reduce potential damage to the proposed project that may otherwise result from ground shaking.

The City and County of San Francisco Seismic Hazard Zones map⁴⁵ and the state map indicate that the artificial fill material placed beneath Sloat Boulevard and the southern margin of the project site are subject to liquefaction. A geotechnical report was prepared for the proposed project by Earth Mechanics Consulting Engineers.⁴⁶ A geotechnical report assesses the nature and severity of the hazard(s) on the site and recommends project design and construction features that would reduce the hazard(s). According to the report, the project site is underlain by Quaternary-age dune sand, consisting of clean, well-sorted, fine to medium grain sand, and the artificial fill noted above along the southern border of the project site. Liquefaction of artificial fill materials could also result in lateral spreading toward the Pacific Ocean. According to the geotechnical report, potential liquefaction and lateral spreading hazards would be avoided by using a properly designed, stiffened mat foundation. In addition, implementation of the applicable *Uniform Building Code* would reduce overall potential damage related to earthquake shaking. The project site is not in an area of potential earthquake-induced landslides.⁴⁷

The project site is relatively flat and development of the proposed project would not substantially alter the existing topography or any geographical features. It is anticipated that the proposed project would require excavation up to a depth of approximately 12 to 13 feet, or about 377,598 cubic feet of soil.

In reviewing the final building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for development. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspector's working knowledge of areas of special geologic concern. During the DBI's review of building permits for the site, they would require the preparation of

⁴⁴ San Francisco General Plan, Community Safety Element, Maps 2 and 3, 1995 for Modified Mercalli Intensity Damage Levels; and Association of Bay Area Governments (ABAG) Shaking Intensity Maps, 2003. Available for viewing at www.abag.ca.gov.

⁴⁵ California Division of Mines and Geology, City and County of San Francisco map, 2000.

⁴⁶ Earth Mechanics Consulting Engineers, *Report Geotechnical Investigation, Planned Development 2800 Sloat Boulevard, San Francisco, California*, June 1, 2004. This study is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor.

⁴⁷ California Division of Mines and Geology, City and County of San Francisco Map, 2000.

an updated geotechnical report. In addition, the DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Potential damage to structures from geologic hazards would be mitigated through the DBI review of the building permit application and implementation of the *Building Code*.

In view of the above discussion, the proposed project would not have a significant effect related to geology and soils.

Cumulative Geology and Soils. The proposed project would not have a significant impact on geology or soil resources, nor would the project contribute to any potential significant cumulative effects on geology or soils.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact	Not Applicable
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact	Not Applicable
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would demolish existing commercial buildings on-site and construct three new mixed-use buildings, consisting of 56 residential units with ground-floor commercial use. During construction and operation, the proposed project would be required to comply with all applicable water quality and wastewater discharge requirements. The proposed project would not substantially increase the amount of impervious surface at the project site or significantly alter site drainage, because the majority of the site is relatively level, and is currently covered with structures and impervious surfaces, with the exception of the northwest corner of the site. Water service is provided through the City of San Francisco (Public Utilities Commission), and groundwater is not used at the site. Therefore, groundwater resources and recharge would not be substantially degraded or depleted, and the proposed project would not generate or result in a discharge that would have the potential to degrade water quality or violate water or wastewater discharge requirements.

Based on the geotechnical investigation report, groundwater beneath the project site is approximately 15 feet below the ground surface. Since the maximum depth of excavation proposed for the project is 13 feet, groundwater may be encountered on site and dewatering may be required. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this analysis, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the DPW would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the Project Sponsor to perform this monitoring. These measures would ensure protection of water quality during construction of the proposed project.

The project site is not in a 100-year floodplain. Devastating tsunamis have not occurred in San Francisco during historic times. In addition, the project site is not located in an area of potential inundation, as designated by the *General Plan* 20-foot Tsunami Run-up Map.⁴⁸

Cumulative Hydrology. The proposed project would not have a significant impact on hydrology or water quality, nor would the project contribute to any potential significant cumulative effects on hydrology or water quality.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
15. HAZARDS AND HAZARDOUS MATERIALS					
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Phase I Environmental Site Assessment (ESA) was prepared for the project site, by AEI Consultants.⁴⁹ The ESA lists current and past operations, reviews environmental agency

⁴⁸ City and County of San Francisco, *San Francisco General Plan*, Community Safety Element, Map 6, adopted July 1995.

databases, records and identifies site reconnaissance observations, and summarizes potential contamination issues. The findings of this report are summarized in this section.

The project site currently includes three structures: a building formerly used as a restaurant (constructed in 1928), Robert's Motel (constructed in 1955), and the building containing John's Ocean Beach Café and the Aqua Surf Shop (constructed in 1950). The northeast corner of the project site was formerly developed with a small residential dwelling in the 1940s. Prior to said improvements, the proposed project site was vacant land. Based on these historical residential and commercial land uses, substantial on-site contamination would not be anticipated. The Phase I ESA included an environmental records review for the project site and surrounding properties up to one mile from the project site. Fire safety inspection reports were on file with the SFFD for the former restaurant at 2800 Sloat Boulevard as well as for Robert's at the Beach Hotel from 1949 through 1997. No violations were noted in the inspection records. No information indicating any underground storage tanks or any current or historical storage of hazardous materials on the subject property was on file with the SFFD. According to the Phase I ESA conducted, USTs were not identified on the project site.⁵⁰ Three Leaking Underground Storage Tank (LUST) sites were identified within a 0.5-mile radius of the project site. Based on regulatory status and the direction of groundwater flow, the LUST sites do not represent a significant environmental concern for development of the project site. Therefore, the Phase I ESA concluded that the project site and surrounding parcels do not pose a substantial hazardous material risk to development of the project site.

Hazardous Materials Use, Transport, and Disposal. The proposed project would involve the development of up to 56 residential units with approximately 22,000 sf of commercial use, which would require relatively small quantities of hazardous materials for routine purposes, such as cleaners and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. For these reasons, hazardous materials used by the proposed residential and commercial uses would not pose a substantial public health or safety hazard.

⁴⁹ AEI Consultants, *Phase I Environmental Site Assessment 2800-2898 Sloat Boulevard, San Francisco, California*, November 15, 2002. This study is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor.

⁵⁰ AEI Consultants, *Phase I Environmental Site Assessment 2800-2898 Sloat Boulevard, San Francisco, California*, November 15, 2002. This study is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor as part of Case No. 2005.1066E.

Hazardous Building Materials - Asbestos. Based on the age of the existing buildings on the project site, there is a significant possibility of encountering hazardous building materials, specifically asbestos and lead-based paint, during demolition. Regulations, described below, are in place to prevent the accidental upset or release of these hazardous materials, and implementation of these requirements would reduce the risk of accidental exposure during construction to a less-than-significant level. Asbestos-containing materials may be found within the existing structures that would be demolished as part of the proposed project. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD, vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement is to be notified ten days in advance of any proposed demolition or abatement work in accordance with state regulations.

BAAQMD notification includes: listing the names and addresses of operations and persons responsible; description and location of the structure to be demolished/ altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations and will inspect any removal operation upon which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement activities. Asbestos abatement contractors must follow State regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 sf or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the DBI would not issue the demolition permit until the Project Sponsor has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would ensure that any potential impacts due to asbestos removal would be reduced to a less-than-significant level.

Hazardous Building Materials – Lead-Based Paint. Because of the age of the existing buildings, which are proposed for demolition as part of the proposed project, the buildings may contain lead-based interior or exterior paint. Demolition must comply with Chapter 34, Section 3407 of the *San Francisco Building Code*, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on any building built on or before December 31, 1978, or any steel structures to which lead-based paint disturbance or removal would occur, and exterior work would disturb more than 100 square- or linear-feet of lead-based paint, Chapter 34 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 34 contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of work debris beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection (DBI) of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early

Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead-Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures established by the *San Francisco Building Code* would ensure that potential impacts associated with lead-based paint disturbance during construction activities would be reduced to a less-than-significant level.

Schools. There are no schools within one quarter-mile of the project site.

Fire Safety; Emergency Response or Evacuation Plans. San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its *Building and Fire Codes*. The proposed project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. Potential fire hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the permit review process. Conformance with these standards would ensure appropriate life safety protections for new and modified structures. Consequently, the proposed project would not create a substantial fire hazard nor interfere with emergency access plans.

Cumulative Hazardous Materials. The proposed project would not have a significant impact on hazardous material conditions on the project site or vicinity, nor would the project contribute to any potential significant cumulative effects.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated				Less-Than-Significant Impact	No Impact	Not Applicable
		Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable			
16. MINERAL AND ENERGY RESOURCES—Would the project:								
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			

Mineral Resources. According to the *San Francisco General Plan*, mineral resources are not present in the City to any appreciable extent.⁵¹ No known mineral deposits exist on or near the project site. The proposed project would not result in the loss of a locally or regionally important mineral resource.

Energy. The proposed project would be required to meet current State and local codes concerning energy consumption and conservation, including Title 24 of the *California Code of Regulations* enforced by the DBI. Other than natural gas and coal fuel used to generate the electricity, the proposed project would not have a substantial effect on the use, extraction, or depletion of a natural resource.

The proposed residential and commercial use would not, in and of itself, generate a significant demand for energy, require a major expansion of power facilities, or cause a wasteful use of energy, therefore the proposed project would not have a significant effect on natural resources or energy consumption.

Cumulative Energy Resources. San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the state does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the state. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect or contribute to a cumulative impact.

⁵¹ City of San Francisco, *San Francisco General Plan*, Environmental Protection Element, Adopted June 27, 1996.

Topics:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
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17. AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?

The project site is located in a fully developed urban area. The California Department of Conservation's Farmland Mapping and Monitoring Program does not identify any land in the City or County as agricultural in nature. Because the project site does not contain agricultural uses and it is not zoned for such uses, the proposed project would not convert any prime farmland, unique farmland or Farmland of Statewide Importance to non-agricultural use, and would not conflict with any existing agricultural zoning or Williamson Act contracts.⁵² Accordingly, this topic is not applicable to the project site.

Topics:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact	Not Applicable
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18. MANDATORY FINDINGS OF SIGNIFICANCE –

Would the project:

- a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

⁵² San Francisco is identified as "Urban and Built Up Land" on the California Department of Conservation *Important Farmland of California Map*, 2002. This map is available for viewing on-line at the Department of Conservation website (www.consrv.ca.gov).

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact	Not Applicable
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mitigation Measure 1, on p. 71, has been incorporated to address potential archeological effects related to the construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less-than-significant level. Implementation of **Mitigation Measure 2**, on p. 72, relating to the potential construction-related air quality effects of the proposed project would reduce this air quality impact to a less-than-significant level.

Cumulative impacts are addressed, where applicable, under the specific topics above. No potentially significant cumulative impacts would result from the proposed project.

The topics described above indicate that the proposed project would not result in a substantial adverse effect to human beings, either directly or indirectly.

F. NEIGHBORHOOD NOTICE

A "Notification of Project Receiving Environmental Review" was sent out on August 25, 2006 to the owners of properties within 300 feet, adjacent occupants of the project site and interested parties. Ten comments were received in response to the Neighborhood Notice. Members of the public expressed concern about the proposed project as it relates to: construction impacts, traffic impacts, overall design and use, future commercial tenants, and project design. Discussions have been included in the appropriate sections of the Initial Study above, including Land Use, Transportation and Circulation, Air Quality, and Noise. No significant adverse environmental impacts associated with issues of concern have been identified. Comments that do not pertain to physical environmental issues and comments regarding the merits of the proposed project were not addressed and are more appropriately directed to the decision-makers. The decision to approve or disapprove a proposed project is independent of the environmental review process. While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Planning

Department, there is no substantial evidence that the proposed project could have a significant effect on the environment.

G. MITIGATION AND IMPROVEMENT MEASURES

The following mitigation measures, all of which are necessary to avoid potential significant effects of the proposed project, have been adopted by the Project Sponsor.

Mitigation Measure 1: Archeological Resources

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The Project Sponsor shall distribute the Planning Department archeological resource ALERT sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the ALERT sheet is circulated to all field personnel, including, machine operators, field crew, pile drivers, and supervisory personnel. The Project Sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the ALERT Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project head foreman and/or Project Sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the Project Sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the Project Sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archaeological monitoring

program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the Project Sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a final archeological resources report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure 2: Construction Air Quality

The Project Sponsor shall require the contractor(s) to implement the appropriate BAAQMD dust control measures from the BAAQMD CEQA Guidelines which could include spraying the site with water during demolition, excavation, and construction activities; spraying unpaved construction areas with water at least twice per day; covering stockpiles of and trucks carrying soil, debris, sand, and other material; wheel washing of vehicles entering and exiting the construction site; and sweeping surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Additional measures, if required, could include installing windbreaks, limiting construction activities to one portion of the site at a time, and using electrical (instead of diesel/gasoline-powered) generators to the extent feasible.

The Project Sponsor shall also require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. Without limitation, the contractor shall be required to maintain properly tuned equipment and to prohibit idling motors when equipment is not in use or when trucks are

waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the Project Sponsor shall require the contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose. The Project Sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and to implement specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Improvement Measure 1: Transit

The proposed project would not contribute significantly to ridership on local or regional transit systems. Due to its location, in communication with MTA, the proposed project sponsor will explore the possible installation of eyebolts on the proposed buildings to support the L-Line's overhead wire system.

Improvement Measure 2: Pedestrian

As part of the pre-construction meeting agreed to under **Improvement Measure 4: Construction**, below, the project sponsor will also discuss pedestrian safety in the area including the potential for pedestrian-crossing improvements across Sloat Boulevard at 47th Avenue and directional markings and/or crossings at Wawona Street and 47th Avenue. The project sponsor would consider aiding in design or cost-sharing of these measures.

Improvement Measure 3: Loading

In order to prevent any traffic impacts from loading space conflicts with multiple delivery trucks to the project site, the project sponsor and building management shall time such anticipated deliveries during non-peak hours and monitor delivery activities in the area. If necessary, the project sponsor and building management would petition the DPT for a yellow curb space along 46th Avenue.

Improvement Measure 4: Construction

The project sponsor and construction contractor(s) will meet with the Traffic Engineering Division of the DPT, the SFFD, and the Planning Department to determine feasible traffic measures to further reduce traffic congestion and pedestrian circulation impacts during

construction of the project. In addition, to ensure that construction activities do not impact Muni bus or rail stops or routes in the area, the project sponsor will coordinate with Muni's Chief Inspector prior to construction. The project sponsor shall incorporate these measures into its construction contracting.

Improvement Measure 5: Noise

The project sponsor is aware of existing, extraneous noise and activity generated by MUNI operations in the immediate vicinity, especially during operation of the L-line. The proposed project has been designed with double-glazed windows and central ventilation. Additionally, project sponsor and management agree to notify potential residents of the nature of these surrounding activities.

H. DETERMINATION

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

DATE 10/27/2007

Handed over to
Bill Wycko
Acting Environmental Review Officer
for
Dean L. Macris
Director of Planning

